

Vol. 19 No. 4

Oct.-Dec. 2018

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<http://www.wba-tca-eastern.org>

<https://www.facebook.com/wba.chaptertca>

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Secretary: Nada Boswell

Past President: Colleen Hall

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John Buxton

Phil Graves

Bob Gray

Robert Heine

Skip Lee

William (Bill) Moss

Eastern Division Representative:

David Eadie

Key Contacts:

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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

WB&A Board is pleased to announce that we have a new website !! Thanks to the efforts of board member, Bob Gray, you can now visit the WB&A website to find the latest activities and information you need. The website address is: <http://www.wba-tca-eastern.org/> If you google "WB&A Chapter TCA", select the one labeled "Wb&a Chapter – Trains". Please remember that the site is still "under construction", but we would love to hear from you with suggestions you may have. If you do, please contact Bob Gray at bgray5002@yahoo.com or any board member.

We thank all those who joined us for August 25th **BaySox minor league baseball game** at the Prince George's stadium. Although the July 21st game was rained out, we had a good showing of members for the August game. Not only was the weather perfect but the BaySox won the game against the Erie Seawolfs with a 2 -1 win !! The day ended with a festive array of fireworks. We plan on doing it again next year. Thanks to Bill Moss and Bob Gray for leading this outing. We have included some pictures in this newsletter.

We also would thank all those who have signed up for the **Walkersville Southern Railroad** train ride on September 29th. Over 30 members and family will join us for the hour and half ride. We hope the weather will be as good as it was for the BaySox game !! By the way, if you have visited a railroad this year that might be of interest for a club outing, please contact a board member.

Several club members came out and participated in the Toy Train Operating Society (TTOS) annual Convention held this year in Tysons Corner, VA at the Sheridan Hotel on August 3rd and 4th. The convention was co-sponsored by the National Capitol Trackers who had a 30 by 45 foot U shape layout in the lobby. We also had members participating in a 12 by 24 foot Standard Gauge layout. On Friday, several busloads of conventioners, dropped by to visit Clem Clement's O gauge and Standard gauge tinplate collection. Clem even had the helix up and running !! Also, on the bus tour was Dan Danielson's train store in Manassas, VA along with two National Capitol Tracker's home layouts. Please see the TTOS convention article and pictures inside this newsletter.

One of our members, Tom Kirk, has provided a wonderful holiday article on his family's traditional Christmas layout they setup each year in the living room; with his wife's permission of course. And they do it all in a little over a week !! Every year the layout changes a bit and improvements are made along the way.

A reminder that the date of our **annual Vienna Firehouse Show** has been moved to Saturday October 6, 2018. The date change was made at the request of a majority of our table holders. Please mark your calendar and come support your WB&A chapter. You will find a table request form and flyer in this newsletter.

IMPORTANT: Please find in back of this issue, the resumes of the can-



Treasurer's Report as of

By Tom Salen

The Chapter's financial activities for Jan. 1, 2018-Sep. 1, 2018 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, 2018 \$31,759.88
Check Book Balance - Sep. 1, 2018 \$30,846.82
Significant Activities Jan. 1, 2018 thru Sep. 1, 2018

	Expenses	Revenue
Annapolis Show 2017	2437	3455
Membership Dues 2017	290	3870
Membership Dues 2018	318	2850
Membership Dues 2019		15
Vienna Show 2018	228	
Newsletter 2018	706	
Mini Meets		
Kids Korner		
Web Site/Facebook	1242	
Train Set for Drawing	857	550
Miscellaneous Income		
Miscellaneous Expenses	1482	

didates running for office. The current openings are: President (you must have previously or currently serve on the BOD); this position would be elected with a term ending December 2019. There are three Board of Directors positions that will be up for the November election with terms expiring at the end of 2020. Also on the ballot are the candidates for your representative to the Eastern Division Board. **Ballots will be mailed separately.** Your vote is important; so please take a moment to fill out your ballot and mail it in.

This newsletter is our main medium we use to reach out to all our members and particularly those who are no longer able to join us at our club's functions. Paul is always looking for articles and pictures. If you have a story to tell or pictures of your layout or visited an interesting place, please do contact Paul at pul-lenp@gmail.com.

Thanks again for being part of WB&A and participating in our club's activities.



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 "The Trolley".
- 7 Access to the chapter facebook page: www.facebook.com/wba.chapter.tca And Webpage: <http://www.wba-tca-eastern.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 Board of Directors Meeting

WB&A CHAPTER – TCA

Saturday, May 19, 2018

Home Nada Boswell -Thanks for hosting the meeting

Meeting Start Time: 9:30 am

Meeting End Time: 12.30 pm

Next BoD Meeting will be held Saturday July 14, 2018 at the home of John Buxton, 2608 Proctor Lane, Parkville, MD

Present

Tom Salen, Bob Heine, John Buxton, Arne Meyrow, Bill Moss, Bob Gray, Dave Eadie, Nada Boswell

OLD BUSINESS

Secretary's report - The Minutes were distributed and read. There was a motion to accept the minutes made to accept the minutes as written, seconded and unanimously approved.

Treasurer's Report -

Tom presented the Treasurer's Report.

The Annapolis meet did very well this year thanks to Skip's excellent work and organization. WB&A remains in good financial shape as usual. And no major expenses are anticipated in the near future. Tax returns were filed, since we are a non-profit nothing needed to be paid. A motion to accept the report was made, seconded and was unanimously approved.

Membership Report - Bill Moss presented the membership report. So far 169 members have paid 2018 dues. 9

new members joined at Annapolis. At this point 51 members have not paid 2017 dues so a letter will be sent to all who have not paid 2017 and/or 2018 dues. We rely a lot on collecting dues at April and October York but we need to consider mailing statements either by email or snail mail to reminder our members. We also need to update our membership list and crosscheck with the TCA master list to correct addresses, etc. Bob Gray and Bob Heine will assist in that project. We will continue to work with Eastern and TCA to identify new members in our area and invite them to the Vienna and Annapolis meets. A note and form will be printed in the next Trolley.

Eastern Report - Dave presented the Eastern Report. There were challenges in registration at April York due the Registration Chairs having to resign due to medical issues. Debbie Geiser put together a crew and took over. Badges etc. went out late but all was completed. These folks are all volunteers and put in a huge 3 month effort to get it all done.

There is a new Treasurer, Frank Nichols from Upstate New York who has vast accounting experience. Bob Ferguson had resigned. Bob Buehler from the Virginia Train Club (VTC) was elected to replace Frank's board at large position. Bob is currently the President of VTC and will be working on social media for the Eastern Division. A prior accounting contract has been cancelled as the new treasurer is capable of doing that work.

April York - There has been a big participation drop over the past 5 years however having it to open to the public has helped boost the numbers. Eastern has been running 400-500+ paid public attendance the last shows. Some of them have joined TCA while there, approximately 100 at April Meet. More work need to be done getting the Manufacturers to assist with advertising and focusing our advertising on the local area first.

The National Capital Trackers will be in the Black Hall in 2019

Board Vacancy -

Robert (Bob) Gray was appointed to fill a current vacancy through December 2019 by a unanimous vote by the Board.

Vienna Meet -

Set for October 6 at the Vienna Firehall. Will have early set up on Friday afternoon as usual, Dan will provide lunch for the helpers for set up. Saturday setup will begin at around 7 for those that can't come Friday. The Board is in agreement that we need to search for a new location since the Vienna location presents challenges with parking, extremely busy area with ball fields, Farmers Market and the new busy Community Center. Also, the town will basically not allow us to put up signs. Possibly look at moving out to Manassas area? It took a lot of people many trips to Annapolis before they were able find the Elks as a location so we need to work on this now.

June Business Meeting -

The meet will be held at the Sharon Lodge in McLean June 2, 2018. Thanks to Phil Graves making the arrangements. We had to move to a Saturday instead of Sunday as we did before since the Lodge rents out it's parking lot

on Sunday to a local church for overflow parking. We will again provide coffee, donuts and lunch to all.

Annapolis Meet -

Many thanks to Skip from all for a job well done. His written report is attached.

Election - The Bios for those running for BoD positions and Eastern Rep will be in the October Trolley. A ballot will be mailed out to each member and must be returned by October 30, 2018. A BOD member will receive the ballots back and will bring them to the November GBM where they will be counted. Open positions are: President, 3 Board members and Eastern Rep. We need to try to recruit members to fill this void in leadership to continue to be an active club. The nominating committee is Nada, Bob Heine, and Arne. We hope to have some candidates by the next meeting.

Website, Facebook - Tom has paid the fees due to Go Daddy for the "new" website and the prior site just to maintain the domain name so that no one else can use it. He is able to fix some items but it hasn't really been updated in well over a year so a lot needs to be to try to update it and make it viable again. Websites are not used as much as they used to be but many of our members don't use Facebook so it is worthwhile to try to keep a viable site. Bob Gray has volunteered to help out with this effort.

Sarah continues to do a great job with Facebook but again she needs updates and input from the BOD and members for photos, etc. as she is not a WB&A member but her husband Doug is so she knows basically what is going on with the club and tries to attend our events whenever possible to post photos, etc.

John Buxton brought up Facebook "ghost" which he feels would help us. He will explore this further and update us at the next meeting.

November GBM - John Buxton will be looking for a date and time in the Baltimore Area. May be at the Baltimore Streetcar Museum but he will advise us once it is set up.

Trolley - Paul Pullen, our Trolley Editor does an excellent job on every issue. He is not paid for this effort so the BOD voted to give him a \$200 gift card in thanks for all that he does. The Trolley is a vital communication to our members and enjoyed by all. Thank You Paul.

A motion was made, seconded to adjourn the meeting, and unanimously approved, the meeting adjourned at 12:30 pm.

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 Jan.-Mar. 2019 TROLLEY

December 10, 2018

New Oxford, PA Acquires Site of Historic Station from CSX

David Moul

New Oxford Area Historical Society Treasurer

The Western Maryland Railroad closed its station in New Oxford, PA, located 10 miles east of Gettysburg on the old "Lincoln Highway" (U.S. Route 30), on September 24, 1965. The first station on this site was built in 1892. The station burned in 1902 and was rebuilt in 1903 using the original foundation and chimney. Passenger service to New Oxford was discontinued on December 31, 1942, but freight service continued until the station's closing. Many businesses in town closed on Wednesdays because that was the day the train came to town. On January 1, 1966, the WMRR transferred the station building to the Borough of New Oxford.

In 1967 the Borough leased the station to the Conewago Valley Model Railroad Club which has maintained it and operated it as a museum ever since. Many of the artifacts on display were part of the collection of Carroll "Check" Caldwell, including a 4 Wheel Bobber. Built in 1910 by and for the Pennsylvania Railroad, it is one of the last of the wooden 4 wheel cabooses. In 1972 the club acquired one of the three railway post office cars the WMRR owned and has used it to house an extensive model railroad display.

Although the station was transferred to the Borough in 1966, the land on which it sits was not. In 2014 the Borough began negotiations with CSX, the successor to WMRR, to acquire the land, and thus perpetually preserve that part of the town's history. The Borough asked the New Oxford Area Historical Society to spearhead the effort to raise the asking price. The Historical Society's multi-faceted "All Aboard" fundraising campaign was hugely successful and the property was conveyed to the Borough in the summer of 2018.

Plans for a celebratory event have not yet been finalized, however the free admission museum is open the first and third Sunday afternoons from April through December.

Membership Moments

By Bill Moss

In August the WB&A sponsored a Baseball evening in Bowie, MD as the Bowie Baysox baseball team (Baltimore Orioles Minor League team) played the Erie Seawolves (Detroit Minor League team). A total of 16 members and guests enjoyed an exciting game with fireworks after-

wards. Look for a complete review of the game by Co-Chairman Bob Gray in the next issue of Trolley.

Our membership number has decreased to 234 current members. Unfortunately, we have not gained any new members recently. At this time only 185 have paid their 2018 dues. Dues for 2018 are \$15.00. Now would be a good time to use the application in this Trolley to bring your dues up to date. You may also stop by the Membership table at our next show in Vienna and at the October York Meet. We would like to have all 2018 dues paid by the end of the year.

We encourage all of our members to come out to our shows and planned events to spend some time with your fellow members. If you have any suggestions for WB&A trips please contact any of the WB&A Board members with your suggestions.

Historian's Corner

September, 2018

There are numerous opportunities to expand your knowledge and expertise within the comfortable confines of toy trains. The National Toy Train Library (NTTL) is continuing their Oral History Project that was started in 2008. We are working to preserve the rich history of TCA through the personal reminiscences of its members. This program needs you, either as an interviewer OR as an interviewee. (Yeah I know, that does look like a strange word!) Oral Histories provide insight and interest in the hobby that we don't often get as we sit and discuss.

The NTTL can provide a digital recorder, forms to be signed, a list of questions, and a person who will transcribe the recording. What we need from you is to choose someone to interview, conduct the interview, and return the materials. Your input into this project is crucial. There are many members who have a wealth of information that needs to be shared. These interviews will be available for historical research, presentations, articles for the Quarterly, articles for e*Train, and other projects.

I am coordinating this effort, so feel free to contact me at carol.mcginnis74@verizon.net. I look forward very much to working with you.

Yours in Train-ing!
Carol R. McGinnis
TCA# HE95-41066
410-336-8522





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

Please return with Self Addressed Stamped Envelope and a check / money order for \$15 payable to WB&A Chapter.
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 an MTH
RailKing C&O #1604 2-6-6-6 Allegheny (O-31)
Steam Engine with 6 N&W Coal Hopper Cars and Caboose.***



Product Name: MTH RailKing Imperial 2-6-6-6 Allegheny Steam Engine w/Proto-Sound 3.0

Product Catalog: 2017 Volume 2

Product Line: MTH RailKing Imperial (runs on O-31 track)

Product Item Number: 30-1729-1

Set Value: \$1,100.00

Roadname: Chesapeake & Ohio

Set Features: C&O 2-6-6-6 Allegheny Steam Engine (Cab No. 1604), (2) WM Hopper cars w/ coal loads, (1) C&O 4 bay Hopper car w/ coal load, (1) B&O Tank car, (1) N&W Gondola w/ junk load and (1) C&O Offset Steel Caboose.

**Send a check to the WB&A Treasurer,
Tom Salen,
112 Fardale St. SE,
Vienna, VA 22180**

Your Tickets will be mailed to you.

(1 for \$5 or 6 for \$25)

Only 500 Tickets are being sold.

Drawing to be held in January, 2019



View from the Observation Car

By George Tsakiris

The Joy of Trolley

Before starting a new job, I decided to take a few days and go on a loosely scheduled, meandering railfanning trip in Pennsylvania. One of my stops was to Steamtown National Historic Site where the Electric City Trolley Museum is located. Compared to several other trolley museums visited in the past, this one had the best presentation and the best ride.

This is fitting as Scranton is the place where in 1886 the first electric street car was tested by Charles J. Van Depoele. Hence Scranton's nickname as the "Electric City".

The museum displays trolleys and interurbans mostly from transit companies in the general region including Philadelphia, Reading, Delaware, Lehigh Valley, and Scranton. There are about twenty-five trolleys and interurbans on display and under restoration or awaiting restoration. Several of these restorations are pictured below and are superb.



Front of the Electric City Trolley Museum across the parking lot from the Steamtown Museum.



Reading Transit & Light Co. "Birney" car built in 1925.

As mentioned, the displays were great. There was a trolley with pieces of the body cutaway, so you could see the structure and underneath trucks and motor. Large amounts of items on display including, signs, lights, shop equipment, uniforms, and overhead wiring. A recent addition is an overhead trolley layout in G scale. The staff was friendly and knowledgeable.



Early open-air trolley.



View of trolley with one of several cutaways so you can see the structure and drivetrain.

There was also an entire original trolley electrical substation on display. The circuit breaker was about the size of a large suitcase!

Trolley/Interurban rides are given several times per day and can be reserved. The season runs from April through the beginning of September. The ride is 10 miles round trip and takes you from downtown Scranton to the suburbs and PNC Field where you can watch minor league baseball. The ride includes going through a one-mile tunnel and along streams and trees. Speeds were (estimated) around 40 – 50 MPH! Not bad!



Philadelphia & Western Railway #46 manufactured by the St. Louis Car Company built in 1907.



View of interurban interior taking us on a 10-mile round trip ride.

Trolley/Interurban rides are given several times per day and can be reserved. The season runs from April through the beginning of September. The ride is 10 miles round trip and takes you from downtown Scranton to the suburbs and PNC Field where you can watch minor league baseball. The ride includes going through a one-mile tunnel and along streams and trees. Speeds were (estimated) around 40 – 50 MPH! Not bad!

While entering the platform waiting for the ride to start there was abundant revenue freight service as well as steam powered railfan trains. Lots of rail action.



WB&A Membership Meeting

When: November 11, 2018
 Where: Baltimore Streetcar Museum
 1901 Falls Road
 Baltimore, MD 21211

Time: 10:30 a.m.-4:00 p.m.
 Come and join the WB&A Board of Directors
 Agenda: Officer reports, Eastern Division report, Upcoming Events, Open Discussion.
 Members are welcome

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.)



Annapolis Train Show Chairman's Report Skip Lee

The 2018 Annapolis train show has been characterized as another successful event. There was consistent guest traffic throughout the entire day, the National Trackers were extremely pleased with guest involvement and interactions, the table vendors were pleased with sales and the Elks Club expressed a great level of appreciation. All in all, the Annapolis show is gaining its strong reputation back and it is because of the combined efforts of many.

Tables sales opened in early October with Wayne Fletcher submitting the first (unsolicited) reservation at a different show. This quickly opened the reservation gates. An earlier than usual e-mail message to previous year's vendors drew a flurry of reservations and we were more than 50% sold by our Board Meeting in December. Another reminder email and some US Mail invitations to those without email sealed the deal and the reservations were full (with a waiting list) by January 22 – a full month before the show. Only two cancellations occurred and we were easily able to fill those tables with wait list reservations. (Art Tate was pleased that he was able to return to the show.)

Although Tom Salen and I settled the account following the show, I do not have the specific figures to share as part of this report and will defer to Tom for that information. I do believe, however, that the show broke even or made a little money.

Ample members showed up on Saturday afternoon to clean and transform the hall from a Fishing Show to a Train Show. We had plenty of help mopping floors, setting up tables, and arranging table reservations. It is so comforting to have really good people who step up and make the work light.

Opening the Show to current members on Saturday evening only affected those vendors who wanted to stay and make their trains available. I know it worked for me as I made two sales before we closed-up for the night. I would recommend we offer this option to our membership again next year.

Robbie Schroeder's health improved in time to be our Parts Guy. We were able to get him in and set up in what I believe was less than 30 minutes. He was very pleased with the show, unloading and loading. Dan's offer to be our Train Doctor is so appreciated. We were able to arrange for he and Hope to be in very close proximity for the day (NOTE – if Dan is our Doctor next year, there will be a sign at noon that reads "The Doctor is OUT! Will return at 1:00pm)

Renting the tables this year save the chairman so much running around and the support of the Board is greatly ap-

preciated. The rental was economical, and we were able to use every table in one capacity or another.

Tom worked the door for the entire day. I propose a schedule for next year so that whomever is assigned that responsibility has time to wander the show, see friends and take a break. Maybe we get a committee of three people to serve as Chapter Greeters/Ticket takers at the 2019 show?

Jim O-Malley of the Elks was very, very pleased with the show. His relationship with Bob Ferguson and his confidence in the show committee's ability proved to be great qualities in 2018. He had nothing to say but good things and already reserved the hall for 2019 on the same Sunday – pending our decision to return there. (When do we make that decision?)

And the icing on the cake was the Auction of the N-Scale Train display that netted the chapter over \$500.00. Bob's generosity and his amazing craftsmanship are equally awesome! The display attracted a great deal of interest in that smaller scale – something that a TCA chapter typically doesn't do. I heard a lot of nice compliments from people who were just entering the Hall after having a close inspection of the N-Scale Beauty.

Thanks to Bob, I think we might be on to something for future shows. If the Board will approve, I volunteer to be the Show Chairman for 2019. I am sorry I am unable to attend this week's Board of Director's meeting but my responsibilities in OC are in full swing now and I'll be there Friday for the weekend as we prepare for the 200K people who will be making their way to the shore on Memorial Day weekend.

Gratefully Submitted,
Skip Lee
2018 Show Chairman.

Dear Members:

We are really looking forward to making the 2019 Annapolis Train Show and Exhibition the best it can be. We are already receiving table reservations (true story) for the show and it is more than 6 months away. Would you like to be a part of this year's show? Want a table or two? Are there some items in your collection you no longer want or need? We typically have around 75 tables available for the Annapolis show and 20 are already spoken for and we haven't even advertised. Let me know if you want a table and I'll send you the form to complete. We are doing this "early entry" to encourage membership to take part in this fun-filled day. Invitations for past vendors will be sent in November. Beat the rush. Contact Skip Lee at ocbp55@comcast.net for information and prices.

Toy Train Show & Sale

Presented by the WB&A Chapter of TCA

Open to the Public

Saturday, October 6, 2018

9:00 AM To 2:00 PM (8:00 AM for WB&A members)

Admission: \$5 (FREE for WB&A members, Military/
Guard/Reserves & Children Under 12)

VIENNA FIREHOUSE

400 Center Street South, Vienna, VA 22180

Directions: I-495 to I-66 West and take the Nutley Street exit northbound towards Vienna. Turn right onto Rt. 123 (Maple Ave. West). Turn right onto Center Street South to Firehouse on the left.

Unloading at side entrance to Firehouse. Free parking behind Firehouse

*Come join us for the annual WB&A Train Meet in Virginia
Trains for sale all gauges including Lionel, MTH, K-line and more*

Door Prizes

WB&A Drawing Item will be on display and tickets for sale

Delicious Food provided by Firehouse Auxiliary

Plenty of Parking

Table Holders Contact: Nada Boswell at wba.boswell@gmail.com or (571) 445-3662

Make check payable to **WB&A Chapter** and mail reservation to **Nada Boswell, by September 15, 2018**. All tables reservation must be made to TCA Member only. (*receive your badges at show*). Tables not occupied by 9:30 am. may be resold. All vendor sellers of reproduction parts, must have a Certificate of Compliance (and must be displayed). No refunds given.

NOTE: Table set-up will be available on Friday, October 5 from 2 – 6 pm. Otherwise, starting Sat. at 7 am

=====
Detach Here
=====

VIENNA FIREHOUSE MEET: October 6, 2018

Send Reservations to:

Nada Boswell

6548 Alderwood Way

Gainesville VA 20155

Number of Tables _____ x \$25.00 (per table) = _____

Admissions if applicable \$5.00 \$ _____

Non-WB&A Helper(s): \$5.00 Each \$ _____

Total Due: \$ _____

Number of WB&A Members attending (Free Admission): _____

Name: _____ TCA# _____ WB&A# _____

Address: _____ City: _____ ST: _____ ZIP: _____

Day Tele: _____ Eve Tele: _____ E-Mail: _____

Name of Helper(s): _____

I agree to abide by all rules of the Association (TCA), including those of its Divisions, Chapters, and Committees that may be in place from time to time.

Signed _____ Date: _____

A Christmas Train Garden in One Week

Tom Kirk

TCA 08-62426

I'm a procrastinator when it comes to starting our annual Christmas train garden. There's always something else to do before the big day. I was always grateful to my wife and children in past years to get the ball rolling, pulling out the platform and setting up saw horses. But in 2017, I was partially retired only working a couple of days a week, and there was no reason why I couldn't start the effort myself. But I pushed the time envelope a bit too far. Fortunately for me, over the years, we've created a train garden system that allows us to put a new layout together relatively simply. This article is more about our layout components and methods than the fact that I waited too long. But, my procrastination demonstrates how well this approach works for us.

December 17th



Our very first garden was built on a random piece of plywood, supported by table height furniture. But this didn't allow for expansion very easily so we decided to buy a 4' x 8' sheet of 1/4" Lauan plywood, build a frame underneath using 1" x 3" furring strips, and support the whole thing with a couple of saw horses. The plywood/furring strip idea worked very well and became the basic construction technique for additional smaller platforms, giving us great flexibility for future layouts. This year's layout started with 7 of these modules, built over the years, with a late addition of an 8th module to accommodate an electromagnetic crane.

The original 4' by 8' platform wasn't convenient for us to store or handle so after the first year it was split into two 4' x 4' modules. For the 2017 layout, one 4'x4' section was used and supported by two sawhorses, and the remaining modules were clamped onto the main platform by an assortment of inexpensive Harbor Freight clamps. If an outside hanging module seemed wobbly, a 1"x3" leg was clamped on the outside edge to provide the needed support.

We found that we required a "soft" surface to screw track ties into and to act as a sound deadener, so over the years, as we added new modules, we purchased 2'x8'x1" exterior foam board, cut the boards to size for the module, and painted them white for our snow themed layout. The foam board seams were then taped together with white electrical tape or strips of white contact paper, to stop any shifting and to hide the gaps.



The next step was to temporarily lay out the main track and primary accessories, and then figure out the shape and



location of the elevated platforms. We decided on three platforms this year to highlight a point to point trolley. We used newspaper and blue tape to create the cutting template for the upper platform surfaces.

With templates in hand, and a couple of pieces of 2'x4'x 3/16 white hardboard from Home Depot, we cut the boards to shape and precariously positioned 2"x3"x6" supports under the boards to get them elevated. More supports were slid under the platform and then positioned to test where and how much support was needed. (The supports were cut many years ago and are saved and re-used from year to year). Once the number of supports and positions were decided, we drilled pilot holes and fastened the up-

per platform material to the supports using drywall or similar type screws. The elevated platforms were then removed from the main platform. They're wobbly when you pick them up but are surprisingly strong in place, if you've used a sufficient number of supports (2x3's make cheap supports). The tubular track lock-ons were attached and the track and turnout were tested. The track was then screwed down using 1" long #4 screws: easy going into the foam board. We then returned the upper platforms back to the main board and hot glued, with a low heat setting, a few of the supports to the exterior foam



board to prevent the platforms from shifting.

December 18th and 19th

In past years we cut to shape and then hot wire carved white “beaded” foam board material for our side walls, very similar to that done by the team that builds the Ellicott City VFD train garden. It’s a really neat look, but takes time to do, which we didn’t have much of this year. So we decided to pursue the lightly crushed paper approach. We tested 8 ½”x11” white 24 lb. paper on Dec. 17th, but this didn’t excite us so we purchased a pack of 9”x12” gray construction paper at one of the local craft stores. We crinkled the paper and gift wrap taped it into place top and bottom, overlapping adjacent pieces. We experimented on ways to “scenic” the paper and settled on



white highlights for the high edges, patches of thinned joint compound here and there (especially at the paper seams), and a bit of clear glitter paint over the white surfaces for snow sparkle.

Onto the tunnel portals. Some years, a prior year’s portal will fit our opening needs, but we generally end up making one or two new portals each year. To do so, we used ¾” white beaded foam board (from Home Depot), and a Tippy hot wire tool. After you’ve made one, going through the trial and error for your ideal portal opening dimensions, the additional portals are easy to make. Cut out a piece of foam to the rough size you need to fill the wall space, put it in place on top of the track, mark the location of the center rail, draw a perpendicular line and use this as a reference to draw the symmetric portal opening, the portal stones, and the grout lines. Cut out the opening with the hot wire tool and test the opening’s size, in place on the layout, to make sure it’s wide and high enough to handle your trains. Then, using your hot wire tool, draw shallow mortar lines right over your pencil/pen reference marks on the foam.

We then use a hot wire ½” radius tool to create the rock surface around the portal’s blocks, cutting out the foam in scoops. The mortar lines are then painted with water based paint using a stiff short bristled brush. (Inexpensive flux brushes that have been cut down to be stiff work great). The blocks and rock are painted and highlighted prior to being hot glued into place.



December 20th



The trolley track on the second level was then installed along with its bridge and a 2x3 track support, and all was screwed into place. The 2x3 support was hot glued in place to the foam board. Also, some filler work for a gap in the platform was done using corrugated cardboard and hot glue for adhesion. The tunnel portals were painted by my artistic and pre-Christmas busy wife that evening. Most of the train related wiring was completed that evening as well using 18 gauge zip cord for track and accessory power, and 22 gauge solid wire for connections to the accessories and kiddie push buttons. All connections were made using terminal strips or “blue” wire nuts. All of this is saved from year to year for re-use.

December 21st

Chuck and Connie, who are the master architects for the Arbutus Volunteer Fire Department train garden, provided the inspiration for the next feature of our layout: using white light strings under cotton batting. We started by hanging the strings’ power cords down the sides of the layout for connection to extension cords and then to a separate common lighting power strip. This allowed us to turn on the train garden lights for room mood lighting without running a train.

The light string was then run across the horizontal surfaces of our layout, crossing under the track as few times as possible (since unscrewing the track and pushing lights through the small gap is just not fun). One might ask, “hey Tom, don’t you think you might burn down your house with all those lights?” Well, I have indeed thought about it. We’ve been doing this for many years with no apparent burning or smoke. Still, they do get warm and I’m not completely comfortable with it. We make sure someone is home whenever the lights are turned on. We’ll be moving to LED lights as soon as we find a warm light set that doesn’t flicker.



Back to the lights. We simply taped the light wires down to the foam board with gift wrap tape to keep the strings in place. We then placed fireproof polyester Buffalo Snow over the lights keeping it an inch or so from the track. We made wide U shaped cleats with galvanized wire and pushed these through the batting and into the foam board, to hold the batting in place near track. But, as done at Arbutus, we also laid down aquarium gravel around the track and between the ties to help keep the batting under control. The gravel also adds a nice touch.

December 22nd

We now had an operational train empire and accessories, but of course we needed a village to finish things off. Over the years we've accumulated a number of winter themed ceramic houses and figures which really begs the question, is this a train layout with snowy houses, or is it a Christmas village with a train running around? Some years we were a bit overzealous with the track, leaving little room for the village. This year I think we hit a good balance.

My wife and now, adult kids, are the visionaries for placement of the houses and did a great job this year despite dad's procrastination. To avoid the headaches of running 120V cords over the layout, we didn't use the supplied light source for the houses. Instead, we pulled up a white mini-light from under the batting, and set the house or building over top, allowing the bulb to illuminate the interior. After placing all the houses and people, we added items to search for on the layout: pink flamingoes, a guy eating chicken, a death defying sled ride, and a few military personnel, were in the mix this year. We finished our layout with a skirt around the outside held in place with T-pins pushed into the foam board. This is a quick and attractive way to hide the mess underneath, and hide your extra engines and cars from little fingers.

Adding and adjusting goes on through the Holidays. This year just before our family train party, realizing that there just wasn't enough for kids to do, we decided to add another small module with a Lionel electromagnetic crane. This was a big hit for all the little ones and the adults (to show the kids how to run the crane, of course).

At the end of the season, we break down the layout, saving everything for the following year except for the upper platform surfaces (the white 3/16" hardboard) and the wall material (the construction paper). Each year the layout is different, but with this set of modules, etc. it comes together quickly. Maybe in 2018 we'll (I'll) get started in mid-November instead.





Upcoming Events

Oct. 6, 2018	Vienna Fire Department, Vienna, VA, 9 A.M.
Oct. 13, 2018	NVMR, Historic Vienna Train Depot, 1-5
Oct. 17, 2018	National Toy Train Museum Open House
Oct. 18-20, 2018	Eastern Division York Fall Meet
Nov. 11, 2018	WB&A Business Mtg, Balto Streetcar Museum
Nov.17, 2018	NVMR, Historic Vienna Train Depot, 1-5
Nov.26, 2018	NVMR, Historic Vienna Train Depot, 1-5
Feb. 24, 2019	Annapolis Elks Lodge, Edgewater, MD, 10 A.M.



Look who just joined WB&A!!!

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 Annapolis Show or the York Spring Meet.

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



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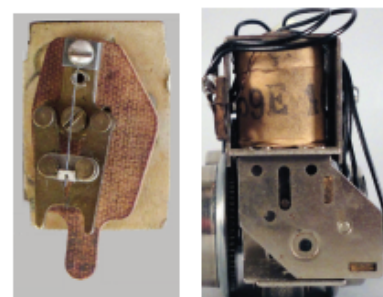
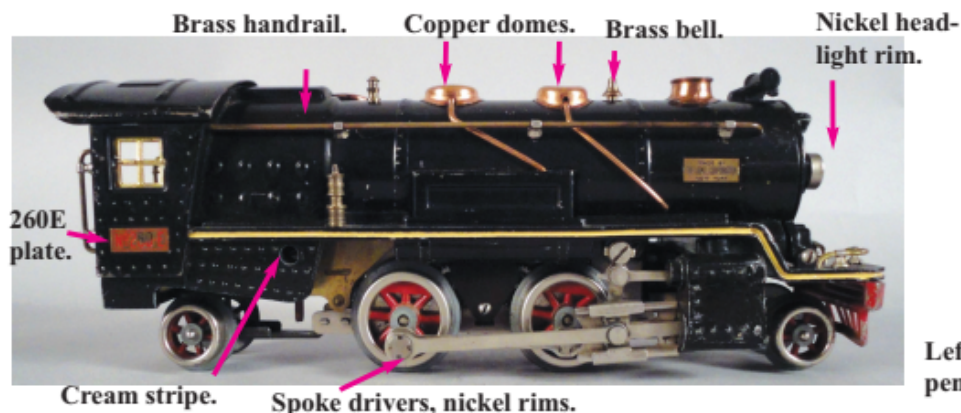
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Lionel No. 260E Locomotive, 1930: O Gauge Study Report by Bruce Greenberg



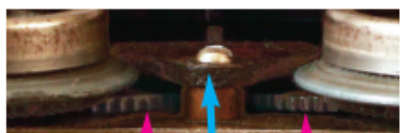
Left, the internal moving parts of the pendulum reverse. Right, the E-unit.

It wasn't until 1930 that Lionel produced steam locomotives for its O Gauge line. Lionel offered the large premium-priced No. 260E locomotive featuring automatic pendulum reverse. Lionel also offered two small locomotives, Nos. 257 and 258, that shared a common body. No. 257 did not have a reverse while No. 258 had a manual reverse.

When Lionel added new locomotives, it often modified its second and third year production. This report will highlight some of the 1930 features and contrast them with later features.

A prominent 1930 feature was the cream accent stripe across both the locomotive and tender. The locomotive accent stripe was painted in a groove in the frame. The accent stripe was not included in 1931 production. In 1930-1933, the locomotives and tenders were painted shiny black with brass and copper trim. In 1931-1933, the locomotives and tenders had green frames. In 1934-1935, the locomotives and tenders were painted gunmetal with gunmetal painted frames and nickeled trim.

The 1930 locomotive was fitted with the Type 8 motor. Probably in 1931, Lionel equipped the locomotive with a Type 9 motor and in 1935 with the Type 10 motor.

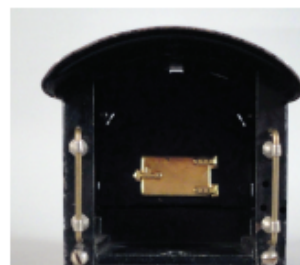


Type 8 motor underside. Intermediate gears (red arrows) drive gears mounted on the rear of the drivers. Blue arrow points to the diamond-shaped Phenolic gear cover.

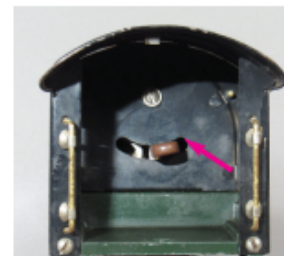


Gear side of a Type 9 motor. The arrow points to the single large gear that drives the gears mounted on the rear of the red, spoke drivers. The gear cover has a triangle shape.

The No. 260E was equipped with the O Gauge pendulum reverse, introduced in 1927. A locomotive controlled by a pendulum reverse went either forward or reverse. (See photograph above.) When the power was unintentionally interrupted, the locomotive would abruptly change direction, sometime with disastrous results. The 1930 No. 260E had no method for preventing undesired direction change.



1930 cab interior with brass firebox door but no pendulum control lever.



Cab interior lever with short arc slot. Lever controlled the pendulum reverse.

The 1930 cab interior included a brass simulated firebox door. In 1931 Lionel added a switch to lock the direction in either forward or in reverse. The switch was mounted in front of the cab wall. Lionel replaced the brass plate with a slot and the switch lever passed through the slot into the cab. (See photograph above.) In 1933 Lionel added the Chugger to simulate the sound of a steam engine. Lionel then modified the switch to control both the locomotive's direction and the Chugger. A larger slot was punched in the cab wall.

Probably in 1934, Lionel replaced the No. 260E pendulum reverse with its E-unit reverse. The E-unit had the great advantage of a neutral position between the reverse and forward. The E-unit was a very skillful reengineering of the Ives drum style "R" reverse.

The full story of the No. 260E will be told in *Greenberg's Guide to Lionel Trains, O Gauge, Volume 2, 1929-1936* to be published in 2020.

Help Wanted!

Bruce Greenberg is working on a new book, Greenberg's Guide to Lionel Trains, O Gauge, 1929-1936 and is seeking to photograph boxed original sets. Bruce can visit your home or he would welcome you to bring these to his home for photography. The locomotives and handcars to be included are:

238, 250E, 257, 258, 259, 260, 261, 262, 263, 264, 265, 616, 636, 752, 1010, 1015, 1030, 1035, 1100, 1105, 1107 1506L, 1506M, 1508, 1511, 1588, 1668, 1651, 1661, 1681, 1688, 1700

Please contact Bruce at 703-461-6991 or bruceCgreenberg1@gmail.com

WB&A Candidates for Office

Skip Lee

Pasadena, MD 21122

WB&A Candidate for At-Large Member of the Board of Directors

Having spent the last two years on the Board of Directors and having served as the Chair of the Annapolis Show, I have really grown in my appreciation and understanding of Train Collecting. I remain an avid restorer of model trains respect what TCA and the WB&A Chapter has offered me.

I live in Pasadena, MD and really enjoy Post-War Lionel but enjoy MTH, Marx, and American Flyer as well. Restoring junkers is my favorite part of collecting but attending shows and learning more and more about Classic Toy Trains ranks right up there..

I am married to Kristen for 27 years and have three boys who share my affinity for trains. We set up a layout every winter and transform our my living room into a cool Christmas garden where friends, family and kids from the neighborhood are welcome to come and enjoy our imagination.

Along with a great team, we have made the Annapolis Show a premier destination for train enthusiasts in the Washington, Baltimore and Annapolis area. I would like to continue in the role of Board Member at Large and Chair of the Annapolis show for as long as the chapter will have me.

Should you have any questions, please feel free to ask.

Michael Ackerman

Bethesda, MD 20817

WB&A Candidate for At Large Member of the Board of Directors

I received my first Lionel train set as a gift in 1953. I still have that train set and it is in working order. That set grew into an 8 foot by 8 foot multi-level by the time I was ready for college. Growing up in New York City, I spent many afternoons at the Lionel showroom in New York City and at Madison Hardware just a few blocks away. I have never heard it mentioned but at the back of the Lionel showroom was a service desk where you could drop off broken trains to be fixed. The repair prices were very reasonable as they always fit into my allowance.

I joined TCA about 10 years ago. I joined TTOS many years before as I am interested in running trains. At a WB&A meet in Annapolis I met the then WB&A president who explained to me the error of my ways. I have been a member ever since. I enjoy the meets and talking to members of the chapter. I recently retired and would like to take a more active role in WB&A.

I retired as a Biomedical Engineer at NIH. Above the bookcases in my office was the entire Jim Beam railroad bottle series. Some folks knew where to hangout if there was ever a lock-down. My current multi-level layout resides in a 20 foot by 20 foot room. It is mostly original Lionel from 1946 to 1966 but I started adding newer Lionel and K-Line if it was not previously made. Because I like to run trains, I favor operating cars and accessories. It has conventional and TMCC control. Given my engineering background, there is also a bit of custom control circuits.

Bill Moss

Hyattsville, Maryland

WB&A Candidate for At Large Member of the Board of Directors

My home is in Hyattsville, Maryland near Route 50 and the Washington Beltway. I have retired after 44 years with a Civil Engineering Company in Mitchellville, MD which allows me more time to pursue my hobbies of watching baseball and collecting trains.

I was raised in Baltimore watching trains, playing with toy trains and going to Baltimore Orioles games. My love of trains began with my first Lionel Christmas train which I still have. This has continued with trains for my son and grandson and increased with my involvement with the TCA and the WB&A. I enjoy the mechanical aspects of the trains and operating accessories more than modeling and landscaping although we have had layouts with towns and accessories.

My lifelong friend introduced me to train shows and then the TCA in 2004. I joined the WB&A in 2014 and became a Board member in 2015. Since joining the WB&A, I have been involved with the Annapolis and

Vienna shows before becoming the WB&A Membership Chairman in January, 2017. This year I have been able to combine my hobbies by organizing two WB&A outings to the Bowie Baseball games.

I would like to continue on the Board and as Membership Chairman to encourage increased membership participation in our shows and trips.

**David Eadie
Springfield, VA**

WB&A Candidate for Eastern Division Representative

Current positions:

WB&A Eastern Division Representative 2017 - 2018
National Capitol Trackers Membership Chair 2017 –

Past positions:

WB&A Board Member, 2013 – 2016
Membership Chairman, 2013 -2016
Co-meet Chairman, Vienna Train Show 2013 -2015
Co-meet Chairman, Annapolis Train Show 2014 -2016

Train Interest: "O" Gauge, primarily Post-war (conventional and command) but also some Pre-war Tinsplate (original and reproduction). Started collecting with a few pieces from the 1930's my father passed down early on which was added to each Xmas till there was enough to build my first 'semi-permanent' 8x8 layout.

Joined TCA in 2003 and have been an active member of the WB&A Chapter, participating annually in the Vienna and Annapolis Train Shows. As membership chairman, I have helped maintain the membership level of 300 members. As membership chair, I coordinated the York Show WB&A Membership table in the Silver Hall. Additionally, I have been an active member of the National Capitol Trackers "O" Gauge modular club for the past 13 years and currently hold the position as Membership chairman.

Special Skills:

Over 35 years in the computer technology field including the design, development, testing, and implementation of midsize and large scale systems.

Goals: To represent WB&A membership in efforts to introduce our hobby to all particularly the young. We

are an aging demographics and must be open to new ideas to widening our membership if we are to continue as a viable hobby. The future of TCA lies in the our children and grandchildren and we must find new ways to attract these generations to the many benefits and life experiences we have come to understand and enjoy. The past two years, I have served as your WB&A representative on the Eastern Division board. It is important that we restore fiscal discipline to the York Train Meets.

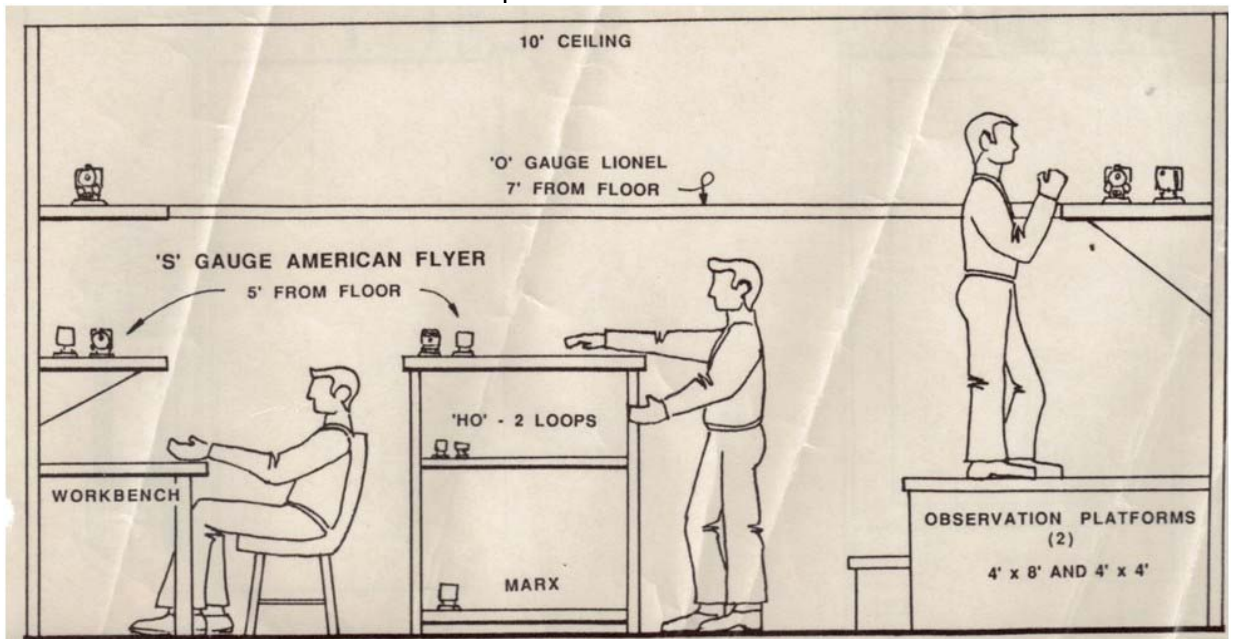
I will continue supporting the membership of WB&A in doing what I can to promote and expand our hobby. This would include expanding upon what we all have enjoyed in

*Borrowed from Newsletter of the
Northern California Division of the
Train Collectors Association June 2018*

The Final Frontier

The building of Super Camelot, My Model Railroad
A Unique Solution to a Myriad of Problems
By Mike Sassard

My "trainroom" was not working out. I had set up so much stuff in there (12 by 10 bedroom), that I had three levels and could not see what was on the two lower levels. I could not reach much of the top level. I had an around the room loop, which meant I could have little or no access to parts of the upper level. My shirts and skin were getting torn. Sideswiping became a major issue. The center of the upper level began to sag. Leftover engines were stored in the living room. The bottom level was the floor and was NEVER satisfactory. One day I remembered what I had done once in the past, building a multilevel trainroom in a two car garage (see diagram). It worked out fine. I talked to my wife about my proposition to move trains to the garage and let her have the "trainroom" for her craft room. I proposed having a "single" ELEVATED level (78" from the



floor) with a platform for viewing and operation. This means her car could still be parked under it and the washer/dryer and freezer could still be accessed. By now, I realized my age (77) was keeping me from proper construction, so I would hire Dave, our family contractor to build it. SHE AGREED !! **From the PAST**

The finished layout is roughly 20 by 20 feet, my largest ever. I can run 5 G gauge trains, three O gauge trains and one Standard gauge train simultaneously. There is one static display of a Battery Lionel G gauge train, Hogwarts Express and some other "battery" trains. There are NO switches or turnouts and NO switching maneuvers, as I find these dull. Once the trains begin running they all run until my thirst has been quenched. My trains don't RUN, they DANCE. It is a concert. I like to run them to music and at an entertaining pace. They are all steam except for one Aristocraft FA diesel, with freight cars.

The controls are nicely located on shelves in the Platform. But I also wanted to retain all the scenery modules I had in the train room. That was difficult, since I had so much track .

The platform, itself, is an item of interest. It is 4' wide and 66" long with internal steps and a cover for the steps to give additional standing room. It is enclosed by sky blue painted plywood. On the outside are shelves made from rough fence boards to hold extra trains (this clears out the living room). Inside are small shelves for my special items that don't go ON the layout. Also some flat items and pictures. There are MANY pictures on a wall. This WHOLE room is a reflection of ALL my favorite things. This is MY world. I am surrounded and I am HAPPY.

The price of glory does not come cheap. For a professionally built layout of this size I paid \$2000. I have not done this before but my age and abilities NOW dictate the necessity and the financial goddess has been good to me. Speaking of help, I realized that I would have a heck of a time getting all the track and scenery on the layout. I enlisted the help of a fellow modeler, Morgen. I did not wait for him to volunteer, I asked him and he said "just tell me when to be there". I have done things to help HIM in the past, so I didn't mind asking and I knew he was capable. (Also, he is only 30). This is another point to make.

Being a model railroader is like being in a "civic organization". We all have an obligation to "help our fellow modeler" I know I appreciate all the advice I received through the years and recently the help from Bob, Jack, Andy, Sam and others.

The philosophy of my layout , in a word, is FANTASY, a "world of make believe". I don't model "realism" except in the trains themselves and then there is my New Bright

Christmas train, pure fantasy, which I love. There are figures from Disney and movies, even Dory, superheroes, trees are only lush GREEN, grass everywhere and pure green, even some trains are "cute" (LGB), Angels, Fairies, bears dressed like people, even a "head" from Easter Island , two science fiction robots and an Alien . There are abundant aircraft (because I like planes). There is even St. Frances with his animals. (very oversize) . I inherited some very oversize "clowns" from my Dad. I place three of those on the layout. Scenery is mostly large or oversize items, I like. I choose oversize because they are easy to SEE. I make abundant use of Christmas lights with varied color and lighting patterns. There are three castles and plenty of royalty and knights. There are unicorns and Pegasus. What I can't display ON the layout, I display on the walls of the garage and the walls of the control platform.

To me, train sound is important, as much as anything else. I also believe we ought to run our trains to music. In my booth I have a tape player with tapes of train sounds and special train music. The rhythm of the trains matches the beat of the music.

The trains: The major emphasis is on G gauge or G gauge SIZE (Standard Gauge). All scenery items are G gauge in size or larger. "Scale" size is NOT adhered to. Bachman, LGB, Aristocraft, Piko and New Bright (Christmas train).....G gauge, 6 loops. All run simultaneously. All on independent loops. Power consist of two MTH Z4000 and 10Amp power packs and two 40VA power packs.

Note of interest: All four LGB trains are "double headed", two trains. This is for visual effect only. One train has sound so the double headed sound is interesting. If you haven't tried this , you really should. Foliage: No model railroad or scratch built trees are used. All trees and foliage are miniatures from Michael's. Drill a ½ " hole and drop them in.

Walt Disney did it on acres of land, I did it in a 20' by 20' garage, just on a smaller scale. One final note: This was to be my FINAL layout. This is the ONLY layout that I have COMPLETED. (Well, sort of. It seems I am STILL making IMPROVEMENTS and probably will until the day I die).



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Toy Train Show & Sale

Saturday, October 6, 2018

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10:30 AM To 3:00 PM
10:30-12:00 Exclusive access for members.

Fun for the whole family including:

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