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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

2019 is off to a great start for the WB&A Chapter. The February 24th Annapolis Show was very successful thanks to Skip Lee and his committee. All tables were sold out early and we had great public attendance. You will find an article about the show in this Trolley with photos. Additional pictures and videos are available on our Facebook (<https://www.facebook.com/wba.chaptertca/>) and our website (<http://www.wba-tca-eastern.org/home.html>).

There are several upcoming events starting with the York meet in April. We hope you will stop by the membership table in the Silver Hall just to say hello and let us know how we are doing. While you are there, this a good opportunity to pay your dues and see the 2019 drawing item. This year we have an MTH Imperial Southern Crescent 4-6-2 PS4 Steam Engine with 4 Southern passenger cars. You can also find information on how to purchase drawing tickets in this newsletter. Last year's winner of the MTH Imperial 2-6-6-6 C&O steam engine with freight cars and a C&O caboose was Richard Haisch of Woodbridge, VA. Congratulations, Rick !!

June will be busy for us starting with the General Business Meeting on Saturday, June 8th at the **Sharon Lodge in McLean VA**. Check the "Mark Your Calendar's" page for detailed information on that. It is important that members attend because we need and value your input for future plans. Several future club activities will be discussed and we need enough members present to have a quorum to conduct the business portion of the meet. Last year, several members suggested we take a ride on the Walkersville Southern Railroad near Frederick, MD. We had a perfect Fall day with a great turnout of members and their family. Hope you will make plans to attend. Coffee and donuts and a light lunch will be served.

For those who joined us on August 25th last year for the **BaySox minor league baseball game** at the Prince George's stadium and those who couldn't, we will again be having an outing. An announcement will be forthcoming soon.

We would like to recognize two of our quarterly contributors to the Trolley, who have time and again provided articles of interest to our members. We can always look forward to George Tsakiris' "View from the Observation Car" , Carol McGinnis' Historian's Corner and what would a newsletter be without a timely article from (**Cont'd on Page 2**)



Treasurer's Report as of

By Tom Salen

The Chapter's financial activities for Jan. 1, 2019-Feb. 28, 2019 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, 2019 \$30,052.38
Check Book Balance - Jun. 1, 2019 \$33,370.39

Significant Activities Jan. 1, 2019 thru Feb. 28, 2019

	Expenses	Revenue
Annapolis Show 2019	217	175
Membership Dues 2018	428	3150
Membership Dues 2019		2115
Membership Donations		767
Newsletter 2019	210	
Mini Meets		
Kids Korner		
Web Site/Facebook	40	
Train Set for Drawing	811	195
Miscellaneous Income		
Miscellaneous Expenses	313	

(BoD Message, Cont'd) Clem Clement !! Be sure to check them out inside this newsletter.

As you know, 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 Pullen, our Trolley newsletter editor, 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 pullenp@gmail.com.

Thank you 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.chaptertca
- 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, July 14, 2018

Home of John Buxton -Thanks for hosting the meeting
Meeting Start Time: 9:15 am
Meeting End Time: 12.30 pm

Present

Bob Heine, John Buxton, Bill Moss, Bob Gray, Dave Eadie, Nada Boswell plus guests Paul Pullen and Dave Benjamin

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 sent the Treasurer's Report . Very few changes since the last report except collection of more dues at York and by mail after notices were sent out to those members that had not paid. The Club remains in overall good shape. Upcoming expenses will be for Vienna and the November General Business meet in addition to the normal ones for The Trolley and Facebook

Membership Report - Bill Moss presented the membership report. Dues reminders were mailed to 47 members after the June GBM with a June 30 cut off date. As of July10 he has received 18 replies. 10 paid 2018 and 2019 dues, 3 paid 2018 dues and records corrected to show that 5 have been removed, 3 were returned, 1 requested to be

removed due to poor health and 1 is deceased. That leaves 264 members on the list. 30 members have not paid for 2017 and 2018 and will be removed at the end of July 2018. That leaves 50 members who have not paid 2018 dues. Bill will continue to try to collect 2018 dues through the end of the year. Reminders will be sent in January 2019. A reminder about 2019 dues will be in the Trolley. Hopefully we will have some members pay at York in October and then again in April 2019. This will help us reduce the number of unpaid dues and avoid repeated mailings. We would like to get to the point of having the annual dues paid by April 30 of the year if at all possible.

Eastern Report - Dave Eadie presented the April York report. There were about 630 paid public that came. This could include spouses, children, etc. 60 people joined the TCA at the meet. Eastern has applied for a \$10,000 grant to help with advertising, etc. The cost of Security forces and the presence of EMT services continues to rise rapidly. The Fairgrounds is working on that issue to see if there can be any savings for those but for now will work with the current vendor.

There was an incident in April by someone that was trying to leave early and parked illegally in a No Parking Zone. When asked by Security to move the individual hit the officer with his vehicle. She was injured and transported for medical care. Further updates are not available.

The Eastern Elections are coming up in December 2018, Dan Danielson will be running for President and Peter Primiane for Vice President. Please be sure to vote to get some people from our area on the Eastern BOD.

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

Vienna Meet - We will go ahead with this year's meet however it has become a venue that is not viable for continued use. The people at the Firehall are wonderful to us and the cost for the room rental (which includes free coffee and the Firehouse Auxiliary sells wonderful low prices breakfast and lunch). The problems include lack of parking, extremely busy ball fields in the park across the street, constant ongoing activities at the Community Center behind the Firehouse and of course the use of an elevator to get to the room. Timing is also not good, later in the year would certainly be to our advantage as we are either just before or just after York in October. We need to find another place, if not in Virginia possibly do another show somewhere in Maryland. We need to ask our members for any ideas for a replacement and have them explore the possible venues.

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 its 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. There will be a Children's Trainset drawing and mini gift bags for all kids attending.

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 Bob Heine 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. Running for re-Election will be: Skip Lee and Bill Moss. A new Member Michael Ackerman will be running for a BOD position and Dave Eadie will run for reelection as Eastern Rep.

Website, Facebook - Bob Gray has done an outstanding job with the new and improved Website, he will continue to work on it with new information and updates. Sarah continues to do a good job with Facebook, however the cost seems to high. Bob Gray is not paid for the Website, Paul Pullen is not paid for The Trolley (although we have given him a couple of gift cards but much less than what we are paying for Facebook). We needed Sarah to do a lot of initial work to get Facebook done correctly but now the updates should be fairly small. Need to address this cost.

November GBM - John Buxton has arranged for the November GBM to be Sunday, November 11th at the Baltimore Street Car Museum beginning around 10:00. We will have the use of a private room until the Museum opens at 12:00 for the meeting. After the meeting and the Museum opens, we can ride the Street Cars and our room will be open to the public for sales. Lunch will not be provided due to lack of carry out or delivery options in the area, however there are several restaurants less than a mile up the road.

Trolley - Paul Pullen, our Trolley Editor does an excellent job on every issue. He is amazing in that we all send him stuff in different sizes, fonts, etc, and he manages to arrange all of it into and clear and informative newsletter every time. He sets a deadline for submissions but is so generous in giving us and few extra minutes to get our information to him.

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

Historian's Corner

To Hold, or Not to Hold!

30 years ago today the WB&A was in its 24th year. There was a concerted effort being made to "make" table holders stay until the end of the meet. So, it just goes to show that issues at today's meets are so much like they were back in the day! So what was to be done then?

Letters were written by Alvin F. Beck (TCA# 70-3356) and Howard "Bud" Ritter (TCA# 73-5600) who posed the following thoughts:

- The WB&A meets offered train buy(ing), ambience, camaraderie, door prizes, raffles, auctions, contests, meet memorabilia, cuisine, and displays.
- Selling times were strongest between 9 AM and Noon.

- Hours of the meets were 9 AM to 3 PM.
 - Door prizes had some ability to hold table holders at their tables.
 - The number 1 item for table holders was train sales with number 2 being unloading/loading.
- Suggestions by Al and Bud to improve "holding" power:
- Raise the value of the door prizes
 - Give out door prizes more frequently
 - Shorten the hours of the meet
 - Improve the food
 - Milt Oler (TCA# 66-1621) suggested a display table for NFS items that would be shared with the membership
 - Open the show to the public
 - Auctions with a wandering auctioneer, going to table holders who approve, and who auction an item. (Table holder cannot bid)
 - Meet memorabilia range from plaques to buttons.
 - Ives displays (or other member specialties), layouts, videos
 - Trains at reasonable prices
 - A fine caterer
 - A super raffle prize
 - A mini-auction

In response to these letters was a response from Charles F. Wilding (TCA# 65-1195). Charles was tasked with putting together a report for WB&A President Bill Bateman (TCA# 63-977) and the WB&A Board of Directors. Charlie states that there are several points to consider:

- Proliferation of many, many train meets
- There is no simple way to assure that table holders don't pack up and leave early
- Raise the price of tables (such as \$5 more) then hand out a voucher of \$5 towards the next meet. (Author's note: I really like this thought!)
- Meeting and talking with other train folks is a #1 priority
- Exhibits and/or Displays by members might be an attraction. (Note: This is a good one too!)

Charles goes on to suggest that these three guys get together and put together a formal report to the WB&A Board. He decided to host a dinner get-together at his home with wives included. Once the meal was completed the guys could sit around the table and put together their thoughts.

So there you are. Issues and solutions of yesterday being repeated today. In 1988 the sheer number of weekend train meets were many, now-a-days not so much. WB&A should capitalize on this, possibly taking into account some of the ideas mentioned above. We need to step up our game to sell and buy trains.

Yours in Train-ing!,
 Carol R. McGinnis,
 TCA# HE95-41066

Membership Moments by Bill Moss

Good news! We have gained 3 new members and 1 returning member so far this year. This increases the total membership to 242 members.

Thank you everyone who has paid their dues. As a result, 224 members are up to date on their 2018 dues (only 18 more to go) and 122 members have already paid their 2019 dues. If you do not have the "18" and "19" stickers on your WB&A card you may use the Renewal Application in this Trolley to bring your dues up to date. Please include a stamped, self-addressed envelope when mailing in your dues. You may also stop by the Membership Table at the April York Meet to pay your dues. Our goal is to have all 2018 dues paid by April 30.

The WB&A Train Drawing tickets will also be available for sale at the Membership table.

We encourage all of our members to come out to our shows and planned events. Last year the WB&A organized trips to The Bowie Baysox Baseball game in Bowie, MD; a ride on the Walkersville Historic Railroad including a Civil War re-enactment and a WB&A business meeting at the Baltimore Streetcar Museum which included rides on several restored streetcars. We plan to organize more trips such as these this year. If you have any suggestions for WB&A trips please contact any of the WB&A Board members with your suggestions.

What's a Yard Goat? By Bill Moss

There are several types of Yard Goats.

Many of you know the term describes a train engine which primarily moves cars around yards as necessary to keep the yards organized. Also, Train museum workers are sometimes referred to as Yard Goats because of their hard work and dedication behind the scenes.

But, did you know there is a Minor League Baseball team named the Yard Goats? They are the Hartford Yard Goats, the Minor League team of the Colorado Rockies. This summer they will be playing the Bowie Baysox on Saturday June first at the Bowie stadium. There will also be the standard excellent fireworks after the Saturday night game.

We will be organizing the outing for this game sometime in April. If you are interested keep that date in mind.

More information about Yard Goats trains and the baseball team can be found at "Yard Goat".

Enjoy.



**WB&A CHAPTER 2019
MEMBERSHIP RENEWAL / NEW APPLICATION**

Please return the following dues with **Self Addressed Stamped Envelope** and a check / money order payable to WB&A
Chapter : **2019 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 MTH Imperial Southern Crescent 4-6-2 PS4 Steam Engine with 4 Southern passenger cars.



***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.***

Four Lionel No. 250 Locomotives! *

by Bruce Greenberg

The number 250 must have resonated with Lionel marketing management because it was the only locomotive model number used for four very different locomotives up to 1969. Beginning in 1926, then about 1934, next 1935-42 and finally in 1957, the four models surveyed here represent Lionel's product evolution over the years.

In 1926 Lionel introduced two new O Gauge locomotives, the No. 250 in dark green (*photograph to the right*) and the No. 252 in light olive. They shared the same bodies and motors. Both were based on Lionel's hometown favorite prototype, the New York Central S2. No. 250's dark green color was realistic but the light olive 252 had more appeal. No. 250 was a low cost model and only ran forward. The "better" 252 equipped with manual reversing could run forward and backward. No. 250 was dropped after only one year and was replaced by the No. 248, a new non-reversing low cost product.

After an absence of about seven years, probably in 1934, Lionel reintroduced the No. 250 and 250E in promotional outfits (not offered in the catalogue) in very bright colors, orange and terra cotta. Forward only locomotives were no longer an option. The new No. 250 (*photograph to the right*) came with a manual reverse and 250E had the new Lionel E-unit reverse introduced in 1933.

In the mid-1930s American railroads adopted streamlining to attract passengers. In 1935 Lionel offered yet another 250E, a highly detailed and nearly scale model of the Hiawatha streamlined locomotive as the top of its line. This locomotive offered through 1942 was finished in very attractive colors, featured a detailed diecast boiler and cab, and came with matching cars. (*See photograph on next page.*)

In 1957 Lionel offered its last version of the 250. The locomotive was an economy model with a plastic body and plastic case motor. It had a headlight, but no headlight lens. Because of its light weight, a weight was added in the locomotive for traction. (*See catalogue illustration on the next page.*)



By 1926 Lionel was moving from its traditional realistic railroad colors such as dark green bodies on black frames to lighter colors. The first No. 250 was a low-priced locomotive (1926) that only ran forward, and had only the older colors. This locomotive has a strap headlight (red arrow), nickel journals (blue arrows) and spoked drivers.



In the early 1930s Lionel abandoned traditional railroad colors. Marketing people created exciting colors which sold more trains. This No. 250 (about 1934) with bright orange body and terra cotta frame is an outstanding example. It also has the decorative cast headlight (red arrow), bright copper journals (blue arrows), and red-painted solid drivers. It is reversed either by a lever (250) or by the new E unit (250E).

The author would like to thank Linda Greenberg, Carmen Conard, Don Conard and Glenn McComas for their very helpful editorial reviews and suggestions.

* This is a revised version of the article that appeared in the March 2019 TCA National Headquarter News.



In 1934 and 1935 Lionel changed marketing direction. New models such as the No. 250E Hiawatha (1935) were actual scale models of real trains and had real train colors. New diecasting technology made possible fine boiler and cab details. The large drivers had fine spoke detail rather than solid disc wheels.



Lionel sales peaked in 1953. By 1957, Lionel was putting more emphasis on lower price outfits to sustain sales. No. 250 Pennsylvania locomotive represented this trend. The locomotive had a plastic boiler and cab and a motor with a plastic case. Unlike the 1935 No. 250 Hiawatha, the No. 250 Pennsylvania did not have a prototype. Shown above is the 1957 catalogue illustration.



View from the Observation Car

By George Tsakiris

The Inevitable?

As president of the National Capital Trackers, former board member of the WB&A, and toy train hobbyist I have thoroughly enjoyed this hobby since my re-entering it fifteen years ago. It has led to lasting friendships, fun, and the enjoyment of sharing the hobby in a variety of ways.

However, when you go to train events such as York, trains meet, running train displays, etc. most of the folks putting these events on are older with a sprinkling of younger folks. At public displays many of those coming to view are younger but how many of them are willing to join a club, build a layout, or buy trains? Some younger folks enter the hobby but there is a larger number of older folks moving on to their final destination. Is the decreasing popularity of our hobby inevitable?

There are a variety of reasons for the lack of significant influx of younger folks.

With the current electronic screen/video game era, planning and constructing a layout may seem too difficult and too time consuming. Most younger folks may lack the skills to maintain their trains or build a layout. Many have never taken a shop class (are they even offered anymore?).

Add to this the trend away from social organizations, community or club-style groups and towards virtual media. People are very busy and don't have the time (so they say). This trend is being felt by many types of social organizations.



Train display at Children's Hospital in Washington DC. A delight to the children young and old.

Many of us grew up when trains were a more visible means of public transportation. Automobiles and planes are the primary means of transportation (the northeast corridor and Chicago being exceptions). Kids wanted toys based on what they saw. What they saw were trains and trolleys!



View of a holiday train show at Fairfax Station. Trains, holiday celebration, and history all in one place.

The last reason I'll offer for the low number of younger folks entering the hobby is our (current hobbyists) inability to communicate with these folks in the methods younger folks use. No one younger than a senior citizen will read a flyer. The message can be communicated effectively by the electronic media we are so poor at using ourselves!

What to do?

We need to have interesting websites, Facebook, YouTube videos, pictures, small but regularly sent instant messages. In these mediums people connect and "friend" each other. The messages you sent can have a multiplying effect as the message sent to one individual is passed on to others automatically. Connecting with your city, county or town, regarding events and let them know about a train event coming up. Younger folks rely on social media when deciding on things to do. Remember flyers are for us old folks.....and we're already in the hobby!

My N scale friends tell a story of the power of social media. They had a display in a Pullman car in Gaithersburg on a rainy Saturday. Not a lot of visitors. Suddenly, several buses pull up full of Chinese tourists. Huh? Turns out the N scale display was picked up and put on social media these folks are connected to. The result was ~ 200+ visitors.

Hey "old-timer," get out of your comfort zone and get the younger generations as excited about trains as you are. You owe it to them!

National Christmas Tree Clem Clement

NCTRR run for the 25th year

2018 was our 25th year of presenting the National Christmas Tree Railroad in Presidents Park, behind the White House, in ole Dc. We are hoping to keep going for many more years, but the age of some of us, wear and tear on the trains and finances are wearing thin. We have great membership and skills however more younger members, help with costs and charges would be helpful. This year I was on travel during setup so I will comment only on the 3 duty times I went down to the tree and a few other comments including the closing of the government and the weather. We had some no start-ups and shutdowns due to the heavy weather. You can imagine our disgust when the Government shut down. We are located in the National Park Services' President's Park behind the White House. So, when the NPS is declared non-essential, the park closes. Also, the rest room and food services as well and our electrician etc., are funded by NPS for power, maintenance, and general Park support. Happily, after a few days a special support fund for the NPS allowed the park and NCTRR to reopen. How many thousands of folks who visited DC during the shutdown could not visit some of the attractions? It is hard to wash out that bad taste.

We NCTRRers are proud of our accomplishments and service to all, over the last 25 years, who visit the Nation-



Sandy Clement and Park Ranger

al Christmas Tree and President's Park in DC.

What follows are redacted reports from NCTRR workers about their Tree efforts:

TCA National Business Office Bus trip to the Wash-



Clem fixing stuff

ington, DC, Mall

On December 7, 2018 the TCA National Business Office (NBO) chartered a 40-passenger bus for their big Christmas trip to DC. The nearly full bus dropped off the tourers at the Botanic Garden <<https://www.usbg.gov/>> about 10:30 AM where Carol and Chuck McGinnis joined them. Passengers enjoyed the Gardens' Christmas displays and superior flora. On their own the tourers moved throughout the mall visiting the Smithsonian, Reagan Building, enjoyed monuments and other DC highlights on the chilly but nice day. Sandy and I travelled from home arriving at the National Christmas Tree and the railroad in President's Park about 2:30 Pm. We met the travelers



then and proudly showed off the tree, the 56 smaller trees and the NCTRR that consists of 12 loops, 5 villages and an intermodal shipping port in action. The military-featured loop had an Air Force model C-130 aircraft flying high cover. All this scene is well within sight of the White House, the quieted Washington Monument, giant menorah and other Washington buildings around President's Park. As we were visiting and watching the scene, security suddenly closed Presidents Park. POTUS was launching from the White House south Lawn in Marine One. We all got a great view of his departure making a stunning special event to finish off the tour. The NBO bus picked up the passengers shortly thereafter and took all to the Union Stations' food court for grand choice of dinner food. Then off safely back to the NBO.

A great day was enjoyed by all.
Sandy and Clem Clement

Subject: Fw: [NCTRR] Start up - Dec 18
Workers: Benny, Clem
Conditions: 42 F – light and variable breeze – Dry and sunny –perfect day-no mud
Arrival: 9:41 AM. December 18, 2018

No problem at checkpoint or with parking. Crowd was light. Found site in good order. Park Ranger said the NPS restroom would be closed until park bathroom closes at 4 pm. Problem: all restrooms closed. All trains started properly. Music came on at 10:00 am. Very cheery for us. Reported problem to security.

Questioned about sticker on loco. Answer: It hides Santa's GPS transceiver. Met couple from Pax River. They were ecstatic about the trains and most complementary.

Benny and Clem
P.S.

On our flight back from the US from the U.K., Sandy and I spoke with a mid-level manager from the Department of State. When we mentioned the National Tree, he was most upset that this might be the last year. He and others visit the Tree during the day. He felt that this was a

WB&A General Business Meeting

When: June 8, 2019
Where: Sharon Lodge
999 Balls Hill Road
McLean, VA
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.

Washington tradition that needs to continue. CC

Clem: A perp climbed the fence and entered the tree area damaging the lighting and breaking branches. Security quickly invited him to lunch on the GOV. and a stay in the Hoosgow. The park was immediately closed.

From: 'Jim
Sent: Saturday, December 22, 2018 8:01 AM
Subject: NCTRR Status

The trains will not run for the next few days at least so we do not need any support for now. John and myself are going down this morning to access the situation. I was told yesterday that the gate we drive through will be chained shut. Hopefully we get to meet with the Park Service and can work out a solution.

At this time, I ask that nobody try to access the site until we have more information. We will try to get the equipment moved to the shed or offsite until we have more information.

We will also let you know the situation with the tree.

Can you also let us know your availability for next week if we have to start teardown? Most likely not until Thursday at the earliest. Jim_._

everything shut down. The park is shut down and the tree is damaged. Rescue efforts for rescue of the trains are in planning stages. (What a way to get more promotion for the Tree!)

It is a shame that we live in a country where one person can ruin the pleasure and enjoyment that our club gets in putting on this wonderful show so that folks from here and all over the world can enjoy seeing trains running around a Christmas tree. That said, we can take pride and satisfaction in knowing that for the past 24 years we have had this opportunity to put on a display for thousands of folks. Let's hope there is a silver lining to this mess and once again the trains will run.

Merry Christmas to all, Dan

On December 22, 2018 at 8:40 PM Clem wrote:
Thanks for your good work Jim and team.
Well said Dan. Sandy and I will do what we can to help.
Merry Christmas to the family.
Sandy and Clem

December 25, 2018
Christmas Morning
workers: Sandy and Clem
Conditions: clear and sunny with high ice clouds moving in. light winds; 37 Deg.F
Some delay as security had to call somewhere to clear us in. Very few Government cars on the ellipse.

**1951: A Very Good Year for
Young Train Enthusiasts
Bob Gray, February 2019**

Christmas Day fell on a Tuesday in 1951. The residents at 1409 W. Lombard Street in West Baltimore were starting to stir.

In the chilly bedroom on the third floor, three little boys had been awake for some time, anxiously awaiting the sounds of adults moving around.

Something unusual had happened late on Christmas Eve. Dad and Granddad had been up late working on something in the living room downstairs. At first the voices from below reflected a level of frustration. Something was not going well. In no time the mood switch to joyous revelation. The something was now working.

In the morning the three little boys bounded down the winding staircase and into the living room. There up near the two tall windows that faced out onto Lombard Street was a meticulously assembled Lionel train. Years of fun lay ahead for these luck little fellows.

As those little boys were exiting their teen years, they gave their Lionel train to a young neighbor boy.

Skip ahead with me 66 years. One of those little boys, now a WB&A member, gets the urge to locate and reassemble his childhood train. Now, here is a good reason to be a WB&A member. He shared the picture (below) with Dan Danielson, who using a magnifying glass and his vast knowledge of Lionel trains, was able to identify all of the items shown in the picture.



WB&A Member Bob Gray (1951)

Then the fun really began.

Over the next year, the now aging WB&Aer searched train vendors tables for his treasures. Enlisting the aid of Skip Lee, another club member, the needed components started to take shape. A series of locomotives were purchased and discarded as higher quality ones were located. The current state of this endeavor enabled the reconstituted train to be a feature of the member's 2019 Christmas celebration.

Power was on. Couple of dozen visitors waiting for the gates to open. Park Service open the people gates about 10:15 am. 10:20 ish the music started. Tree and trains all looked super. AA loco got a push and ran fine. We changed Thomas for Percy and he loved running with his twin. All Tracks were cleaned. Picked up trash (not bad.) For many locals we chatted with, this was an annual tradition to visit the tree and work off some of the excitement from Santa and then head home for a big holiday dinner.

Met some delighted visitors from Latvia, Holland and Bosnia.

Port-a-potty trailer was greatly appreciated by the crowd. The Park Service let us use their trailer as needed. Main bathrooms remained closed.

Wonderful way to celebrate Christmas. All trains running well when we departed at 1PM

Sandy and Clem

Jim,

You guys are doing a great job for us all. For most of the December we made so many people happy watching the trains. I hear frequently from visitors these days come to see the trains and their home States' tree. We can be justly proud of our efforts the provide a moving part of the Christmas traditions of strength and stability so famous in our wonderful city.

Port-a-potty trailer was greatly appreciated by the crowd. The Park Service let us use their trailer as needed. Main bathrooms remained closed.

Wonderful way to celebrate Christmas. All trains running well when we departed at 1PM

Merry Christmas all,
Sandy and Clem

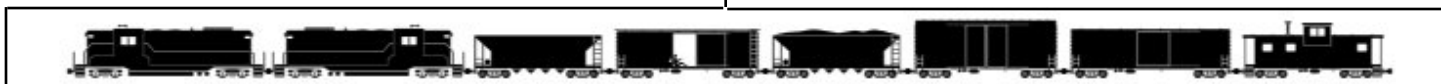
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Merry Christmas all,
Clem and Sandy

PS: If someone has the opportunity to grab my C-130 aircraft and the pole, please rescue it. CC

Clem and Sandy were scheduled to close the tree New Year's Eve (as we did in 2017.) We did not as the weather was bad.

SEE <http://www.nctrr.com/> for photos and videos.
Happy New Year,
Sandy and Clem



Now a few facts about the train itself. The 1951 Lionel set was probably purchased as the set shown below.



Production of Lionel trains was interrupted by World War II. Lionel resumed producing toy trains in late 1945, replacing their original product line with less-colorful, but more realistic, trains and concentrating exclusively on O-gauge trains. Many of Lionel's steam locomotives of this period, had a new feature: smoke, produced by dropping a small tablet or a special oil into the locomotive's smokestack, which contained an electric heating element.



2-4-2 Columbia No. 6110 with No. 6001T Tender

The 6110 steam locomotive is frequently referred to as a Scout locomotive. Lionel used the word Scout to denote its entry-level 027 steam locomotives. Generally speaking, Scout engines had a 2-4-2 wheel arrangement and were reserved for beginner or starter sets. These locomotives had few features and could rarely pull more than a three or four car freight train.

The Lionel Scout set was manufactured from 1948-51. The Scout set is notorious as being one of the cheapest and lowest quality sets Lionel made. It can't couple with other Lionel trains and the engine's motor is quite problematic. Because of its reputation Lionel stopped making sets under the Scout name.

The Lionel Columbia Type 2-4-2 Locomotive No. 6110 was designed to operate on 027 as well as O gauge track. The 6110 was produced on a painted black die-cast body with silver rubber-stamped number on the cab. It had a unique smoke unit that required a hole in the front of the boiler that provided the airflow needed to force the smoke out of the smokestack. Equipped with a plastic motor, it came with a two position directional control whose fiber positional lever was located between the domes on top of the locomotive. This engine was not lighted, and there is no headlight lens. It was equipped with Magnetraction and was issued with a No. 6001T early coal Scout tender equipped with Scout trucks.



In Memory of

Nicholas J. Tentzeras (Age 69) of Germantown, MD, died; beloved husband of Nancy Ann Tentzeras for 23 years, passed away peacefully on Wednesday, January 16, 2019. Nicholas, along with Nancy, was very active in WB&A and served for many years on the board as director, secretary, and publisher of the Trolley Newsletter. Nicholas also maintained the WB&A website. One of Nicholas' passions was arranging and coordinating field trips to various train related venues. There was a bus trip to the Horseshoe Curve and Altoona (lunch served at the museum) and dinner at a buffet on the way home. Following many years with WB&A, Nicholas (and Nancy) moved up to registration at the bi-annual Eastern Division York meets. Nicholas was a constant fixture at the registration area in the Silver Hall, helping Nancy wherever needed. Our condolences to his family and Nancy.

Brian Reilly of Stafford, VA, another longtime member of WB&A Chapter passed away quietly on January 23rd. He was a long-time Eastern Division and WB&A Chapter officer and board member. Brian, a widower, lost his wife Shirley, 5 years ago. With a passion for trains, he was a member of multiple train clubs, and was often seen at many train meets in the Washington area. Known to all as Boxcar Brian, he often had a table at WB&A shows, VTC shows, Greenberg shows and at York. He served on the WB&A board as a director and as an Eastern Division Representative for WB&A. Our condolences to Reilly family.



Dave Eadie presents drawing winner Richard Haisch of Woodbridge, VA with the drawing prize.

Ricky Division Encore
By Edward W. Kirk TCA, WB&A
Original Ricky Division

The April-June 2015 Trolley edition described the Ricky Railroad which evolved into the Ricky division of the Chesapeake Western Shore (CWS). The division was very profitable, transporting cattle from Hooverville to the hamburger plant in nearby Atut. As time went by a wave of anti-burgerism gripped the country causing a great de-



cline

in the area cattle industry as there was little demand for beef. The Ricky division was abandoned. The area had very fertile ground however and the organically fertilized pastures were converted to the growing of excellent corn, rye and barley (soy was considered but there was a glut on the soy market). The local industrialist took advantage of the quality grains to meet the increasing demand for Hooverville hooch. Local woodland distilleries flourished with the sudden influx of business. The distilleries needed barrels in which to age their product which led to a secondary industry of barrel manufacturing which needed the CWS to transport the wooden diamonds.

Revised Ricky Division

The Ricky division had new life but had to be reconfigured. The cattle loading facility was located on a siding which required much switching to maneuver the stock cars from the main line to the siding by relocating the main line near the prime barrel loading ramp the switching problem



would be solved. Since there was little traffic other than the

barrel unit freight trains, relocating the main line near the barrel loader seemed the obvious solution. A pretzel track plan was copied from one seen at York Pennsylvania. It looked ideal for the new division configuration and it was quickly built. Maybe too quickly built, the Flatbush Limited a crack New York Central passenger train used the long straight block near the Hoover Plateau but gathered much speed, the throttle needed constant adjustment by the engineer to avoid an Old 97, Fast Mail style wreck. A chicane was designed to slow the express train, but this required a tunnel under the plateau. It had to be done.

Ricky Division with Chicane

The first task was to fill the area near the base of the plateau. The filling was accomplished by constructing a frame from 1x4s using sheetrock screws, covering it with 1/4 plywood, 3/4 inch foam insulation board and grass (indoor/outdoor) carpeting. The resulting plane was clamped using a C clamp to the original structure. The track was laid using recycled O27 weight rail held in place with #4 wood



screws. The Limited could now navigate the entire division without throttle adjustment. The speed was fairly constant with no danger of a derailment.

Tunnel Under the Hoover Plateau

The tunnel was constructed using techniques described in Tom Kirk's article which appeared in the Oct-Dec 2018 issue of the trolley. A light platform was constructed using 1x2s covered with 1/4 inch plywood and 3/4 inch foam. Legs were made from left over 1x4s and 1x3s and screwed to the base table. Simple tunnel portals were cut on a scroll saw from 1/4 inch interior plywood. The next step was to fill between the tunnel portals using poster board and





then the fun part; adding the decorative touches.

Finishing Up

A backdrop was made from foam board purchased from Dollar Tree and a string of small LED Christmas lights was secured to the backdrop using bread bag ties. The plateau and backdrop were covered in cotton matting "snow". A trolley line was purchased at the Nov 2018 WB&A Fall meeting to provide public transportation on the plateau. Roadbed for the trolley was a challenge. Modern plastic track with built in roadbed would be the best but it is incompatible with the available postwar end of line bumpers. The O27 rail that was to be used did not have roadbed so various alternatives were tried. Paper, light foam sheet and foam board was cut and secured to the track with very unsatisfactory results. The last resort was chosen, heck with the roadbed, the track was directly nailed to the cotton, foam and wood. The cotton mat was harder than loose cotton so hopefully it will not get tangled in the trolley, careful watch will be maintained to be sure works don't get gummed up. Stores, houses and a hotel built from plastic kits and previously used on an HO layout were placed on the plateau. There are no streets since they are snow covered. The new Ricky division of the



CWS was complete.

Epilog

The revised layout is OK, I give it a C, but I will be on the lookout for modification inspiration. Maybe at the April 2019 York the next revision will be inspired.

As a note, the Locomotive on the point of the Flatbush Limited is a 2026 Lionel Adriatic. It was purchased at York with whistle tender for \$14. Admittedly it was very dirty, and paint chipped but found to be mechanically sound. The paint was easily removed from the locomotive using Dollar Tree orange detergent and repainted using Rust-Oleum 2X Ultra Cover semi-gloss black (a bit bright). Commutator was cleaned, motor brushes were replaced along with the light lens and guide truck spring. The bearings were oiled, and gears greased. The locomotive runs great on a KW transformer.



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Upcoming Events

Apr. 10, 2019	TCA Museum Opening, Strasburg, PA
Apr. 11-13, 2019	Eastern Division York Meet
Apr. 13	NVMR, Historic Vienna Train Depot, 1-5
May 25-26, 2019	NVMR, Historic Vienna T.D., 1-5 (ViVa Vienna)
Jun. 22-30, 2019	TCA Convention, Albuquerque, NM
Jul. 13, 2019	NVMR, Historic Vienna Train Depot, 1-5
Sep. 14, 2019	NVMR, Historic Vienna Train Depot, 1-5
Oct. 12, 2019	NVMR, Historic Vienna Train Depot, 1-5
Nov. 16, 2019	NVMR, Historic Vienna Train Depot, 1-5
Dec. 2, 2019	Vienna Holiday Stroll, 6 to 9 PM
Dec. 14, 2019	NVMR, Historic Vienna Train Depot, 1-5



Look who just joined WB&A!!!

Lawrence Martin
Don Moore
Henry Mortimer
Rusty Mirick

Queenstown, MD
Severn, MD
Annapolis, MD
Bristol, RI

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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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:

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**DEADLINE FOR SUBMITTING ARTICLES
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restored back to greatness.)



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Four Little Red Lights **Manassas Candy Factory Winter Wonderland December 2018 SGMA**

Members of the Standard Gauge Modular Association: Dave E, Norm B. and I set up the standard gauge trains in the rear of the Manassas Candy third floor function space. We do table top displays as opposed to modular. This year a loop of O gauge track crossed over the Standard Gauge trains. Always something different. No problems. Tuesday the museum folks set up scenery villages, accessories and citizens. Wednesday, we powered up around 3 pm to get ready for the 5 pm opening. We ran two loops of STG adding lots more decibels of sound and happiness to the already noisy room.

A well-dressed male visitor and 3 kids were looking at the Standard Gauge Trains and I asked the kids if they believed in "Magic." I ran a standard gauge freight set where all pieces are partially restored: one side is bright and shine and the other is rusty/busty. I run the set on the back of the layout and we all see the rust. Then as the train comes around to the front it "magically" becomes like new causing much enjoyment. The kids were suitably stunned Santa magic in action. Trains come with the magic elixir that no one fully understands.

My custom set named "Uuuugly" got about 7 laps before the ugly-overload light came on. Uuuugly is a bashed-up set where someone cut a Lionel #33 motor in half giving it one pair of drive wheels. A regular truck with electrical pickup was left on the Lionel #36 observation end. That motor is spring-mounted to secure proper positioning. The nose of the thing is the observation end of a car. Each of the 3 cars in the train consist of 2 smaller cars mounted together as one, after an end was cut off. Built in 1938. The final car has an observation platform with a big red light off a bike, I guess. In sum: one motor and 10 cars were ruint for this wonderous grouping. Flaking paint did not dress the set up much, but to its credit It ran at Lionel speed and did not crash.

Several modern Standard Gauge sets were run by Ed B. George T. and Craig S. Golly, with smoke and sounds these are so impressive. Norm operated a huge custom twin motor steamer and a lengthy consist of big freight cars and others. Craig ran an MTH Standard gauge #408 set with 4 huge passenger cars. The engine had factory-added weights and traction tires for greater pulling power. Several other exciting sets saw action. Impressive to watch them thundering down the rails.

We operated a strange looking car made of 3 toasters mounted together on wheels. Real toast was sticking out of one of the toasters. It performed for 17 laps with hails of laughter at the concept of a "Toaster Train."

We created during the show, the first ever Standard Gauge Graffiti train in the history of Standard Gauge operations. Over the last 4 years, I collected worn out Lionel #35/31/36 passenger cars that had been repainted and re-worn out, so they look like a patch-work consist; like what most real and worn out trains looked right

after WWII. Attendees were invited to scribble graffiti on the ragged cars. We couldn't believe such a hodge-podge train was rolling on drawn by Norm's Lionel # 42.

We gave out 4 boxes of train-related magazines thanks to Lori of the TCA Museum Library. So many kids ask each year if they can have train magazines. I hope we are recruiting new members. The excitement is sure high when they leave to show.

A particularly special event transpired: It was closing time on late rainy Friday evening in the third floor of the Manassas Candy Factory. The din of the trains and the happy children's voice echoes were only a memory as the train show was finished. Most kids took old magazines home to read about trains. Long, long gone are the candies made at the factory many years ago but the sweet vibes from happy kids then and happy kids now still rock the old building's timbers. Dave and I were the last to leave. I am always late as I bring trains daily to test and operate and return repaired trains home. Some of the bigger pieces need more track space than I have at home I had a full hand cart to manage. Dave had some stuff as well As we turned to leave the darkened hall, four small red lights glimmered from the front of a miniature house. Nothing else in the room was lit. We knew something was left running. Did I mention dark with the sounds of rain on the factory's tin roof? Very comforting... Dave found the micro switch and ...CLICK... and all was dark. We shuffled over to the elevator and headed out in different directions for our cars. I had to cross the darkened right-of-way of the real trains dragging my puny 2 wheeled-cart with its wheels hanging up on the real rail track's grooves. Some young kids and their adult hustled by as the kids spoke about not being hit by a train.

As I set in my van warming up the car, I thought what a way to go out: Closing the show doors and putting the lights out with a dear friend in the rain. Never to be forgotten...

I'm so honored to have been involved with The Winter Wonderland at the storied Manassas Candy Factory. Clem Clement

MODEL TRAIN AND OLD CAR SHOW AT FAIRFAX STATION 2018

During November Sandy and I spent 2.5 glorious weeks in Europe chasing around Britain, Ireland and Wales. Our youngest son Eric and Fiancée Rebecca invited us over to see them in their new haunts in Cardiff, Wales. We had a fab time.

That brought us back to the good old USA Wednesday evening of the Fairfax Station Model Train and Antique Car Show that weekend. To say the least we were functioning sharp as a marble due to time differential and worn outness from all the hiking and exploring. Thursday evening, I brought my train repair equipment's and trains for the Standard Gauge layout being built by Hope Danielson and her grandson Matthew Kehn Not that I did any work...

Saturday morning, I was up early and to the Fairfax Station in a modern. We had two model A Fords attend the

show: Jim Baker's 1931 Fodor sedan and Phil Foss's 28 Tudor sedan. Light rain started mid-morning so they both skedaddled home. Thanks, guys, for bringing out your cars. They (and you) were well enjoyed. Trains had been setup Friday evening and Saturday morning and were warming up for a great day of playing trains. Saturday's crowd was big and steady throughout to day; even in the rain. Saturday afternoon Jim Gray spent a couple hours flogging a dead American Flyer loco and tender. The owner was some kind of happy to get it running. He had just bought the set from the train sale at the station.

Sunday was the better day of the two. I brought my 1930 Cabbie out for the day. It got little muddy getting into position. Steve Childress helped me with loco doctoring, which left the Cabbie outside unmonitored. Hope Danielson and JB Weillepp both had to chase children off the car (even with parents watching.) "Smoky" is still very muddy from kid's muddy hand and foot prints.

We were quite busy repairing trains and chatting with train owners and wanabe's. The huge crowd at the event displayed their happiness of all things. During both days a bazillion kids chased the large-scale train running completely around the Station.

My duties at the show are to encourage old cars to attend and to be one of the Loco Doctors. We were a little light this year on both accounts.

At about closing time Jim Gray stopped to help pack me out. From sitting all after noon working on trains, as I got up I got lite headed (More than the usual). Jim took my Model A home and put her away safely. (He commented that Smokey was the mostest neatest bodacious Model A he has ever driven.) Sandy drove Jim back and they packed me out. Many thanks Jim and Sandy.

Merry Christmas,
Clem Clement



MARK YOUR CALENDARS

General Business Meeting

Saturday, June 8, 2019

Sharon Lodge
999 Balls Hill Road
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9:00 AM To 1:00 PM

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For information, Contact Nada Boswell (wba.boswell@gmail.com)

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