

# Vol. 20 No. 3

Jul.-Sep 2019

Editor - Paul Pullen

pullenp@gmail.com

www.facebook.com/wba.chaptertca

## WB&A Board of Directors

### Officers:

President:

Vice Pres: Arnold (Arne) Meyrow

Treasurer: Tom Salen

Secretary: Nada Boswell

Past President: Colleen Hall

### Directors:

Michael Ackerman

John Buxton

Bob Gray

Robert Heine

Skip Lee

William (Bill) Moss

### Eastern Division Representative:

David Eadie

### Key Contacts:

**Secretary:** Phone: 571-445-3662

E:Mail: WBA.boswell@gmail.com

**Membership:** Phone: 301-322-9080

### Train Shows:

Annapolis: 443-618-6866

Virginia: 571-445-3662

<i>In This Issue</i>	<i>Page</i>
Message from your WB&A Board	1
Treasurer's Report	2
Secretary's Report	2
Historian's Corner	4
Membership Moments	4
Scenes from Annapolis Train Show	4
View from the Observation Car	7
Yorkin' with Clem and Sandy	8
Running with the Marines	10
The Future of Toy Trains	11
The Moonlighters	13
Annapolis Train Show Report	15

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



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

### Message from your WB&A Board

We thank all those who joined us for the June 8th Mini Meet held at the Sharon Lodge in McLean, VA. We had a great turnout with some buying and selling at the tables concluding with a Clem Clement's Show and Tell extravaganza. A special thanks to Dan Danielson who presented of a certificate of appreciation to Phil Graves for 50 years of TCA membership and his supporting the WB&A Chapter. We also like to thank three other 50 years TCA members in attendance – Dan Danielson (WB&A# 120), Clem Clement (WB&A # 929) and Charlie Reynolds (WB&A# 86), who joined Phil (WB&A # 198). Thanks to all of them for supporting the hobby for all these years and continuing to support WB&A. Carol McGinnis also informed us that TCA is working on a possible LEGO challenge for the Kids group and more details will follow in the October Trolley issue.

Our second annual **BaySox minor league baseball game** at the Prince George's stadium will be Saturday, July 6 between the Nationals and Orioles minor league teams. A good number of people have signed up already, but we may be able to get more tickets. If you are interested, please contact Bill Moss.

The annual Vienna Firehouse Show we have held for the past five years will no longer be as it has been increasingly more difficult for our membership to set up and take down given that the hall is on the second floor and requires use of a small elevator. Parking for the public has been difficult as well with the high school football games, community center activities and local church being nearby. We are exploring other venues with hall access on the first floor and is affordable. **If you would like to help find a place, please contact one of the board members.** We appreciate your input in finding a better suited venue for our Virginia Show.

The BOD has established a Nominating Committee for the upcoming election for board positions. The current openings are: President (you must have previously or currently serve on the BOD), Vice President, Secretary and Treasurer There are three Board of Directors positions that will be up for the November election with 2 year terms. **Please let any BOD member know if you would be willing to serve on the BOD as we value your input and help in planning for the future.** We will include candidates resumes in the October issue of the Trolley and will mail a ballot to each member. Ballots must be returned by October 30th to be counted. Results will be presented at the November mini meet, Contact Nada Boswell if you have an interest in joining us to keep WB&A the great chapter it has been.

**If you have any ideas for group outings, please let us know!!**

Some ideas which have been suggested; a Winery (Cont'd on Page 2)



# Treasurer's Report as of

By Tom Salen

The Chapter's financial activities for Jan. 1, 2019-May 31, 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 - May 31, 2019       \$30,909.79

Significant Activities Jan. 1, 2019 thru May 31, 2019

	Expenses	Revenue
Annapolis Show 2019	3080	3451
Membership Dues 2018	428	3180
Membership Dues 2019	100	2580
Membership Dues 2020		30
Membership Donations		770
Newsletter 2019	417	
Mini Meets		
Kids Korner	281	281
Web Site/Facebook	440	
Train Set for Drawing	811	385
Miscellaneous Expenses	713	

(Message Cont'd) tour (we have plenty in both Virginia and Maryland), train rides – on the Lehigh Valley, or the Western Maryland from Cumberland to Frostburg. Or just anything that would be fun for us to get together and do something (of course there would be Donuts!!). Does anybody have a home layout they would like to share?

We would like to thank Paul Pullen for putting together our quarterly newsletters. This is our main medium we use to reach out to all our members and particularly to those who 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 travels, please contact Paul at pullenp@gmail.com



# 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](http://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 Saturday, January 12, 2019**

Home of Bob Gray -Thanks to Bob and Kathie for hosting the meeting

Meeting Start Time: 9:30 am  
Meeting End Time: 12.00 pm

#### **Present**

Bob Heine, Arne Meyrow, Bill Moss, Bob Gray, Tom Salen, Nada Boswell, Michael Ackerman, John Buxton plus guests Art Tate and Bob Ferguson.

#### **OLD BUSINESS**

**Secretary's report** – The Minutes were distributed and read (copy attached). There was a motion to accept the minutes made to accept the minutes as written, seconded and unanimously approved.

**Treasurer's Report** – Tom provided the Treasurer's Report .

The Club remains in overall good shape. Upcoming expenses will be and the Annapolis Meet in addition to the normal ones for The Trolley and Facebook. We are down a bit and need to watch expenses, however, still have a good amount to continue to provide a benefit to our members. Facebook continues to be a pretty large expense, not sure what benefit we get. It was set up at a time when we did

not have a good website but now that we do have that it seems to be a lot of money considering that Paul Pullen is not paid for The Trolley and Bob Gray is not paid to maintain the website. Need to consider whether or not we really need to be on Facebook, many of our members do not use it and there are major privacy concerns with its use.

There was a motion to accept the report made to accept the as written, seconded and unanimously approved.

### **Membership Report**

Bill Moss presented the membership report. 7 new members have joined, and 2 more old members rejoined, The roster has been updated with folks that had not paid 2017 dues after reminders were mailed were deleted from the list. 215 paid 2018 dues and 81 have paid 2019 so far.

Bill has made the arrangements for the membership table at York which will be open on Thursday from 12-3 and Friday from 1-3. After York we will contact those members that have not paid 2018 or 2019 dues.

### **Eastern Report**

Dave Eadie submitted a written report, Dan Danielson provided an updated list of Eastern Division Officers, Directors and Committee Chairmen. The Highlights of his report include the fact that the registration fee will now be \$15 for everyone. The Senior discount has been eliminated due to the rising number of seniors claiming the discount amounting to over \$30,000 for 2018. This change should make it possible to hold the \$15 price in future years.

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

A copy of his full report will be with the minutes in the Secretary's records.

### **Vienna Meet**

It was agreed by all that the Vienna Meet is no longer going to be held. The parking, crowds at the ball fields, Farmers Market, etc. make it too difficult for us to draw folks from the public. BOD members will look for alternative sites in Virginia or we can consider doing a second show in Maryland in November or December if a venue can be found there. John Buxton will look into Myersville and Karl Taschenberger has suggested a Knights of Columbus in Bowie as possible.

### **June Business Meeting**

The meet will be held at the Sharon Lodge in McLean June8, 2019. Thanks to Phil Graves making the arrangements. We had to move to a Saturday due to a parking issue with the church next door on Sunday. We will again provide coffee, donuts and lunch to all.

### **Annapolis Meet**

Art Tate and Bob Ferguson, co-chairs of the meet presented their report.

All of the tables have been sold and there is a waiting list at this time. The hall will be available for table holders

to set up at 4:00 pm and will open to WB&A members for early entry at 6:00 pm Will also open early Sunday for table holders and the National Capital Trackers to set up before opening to WB&A members at 8:00 am and to the public 9:00 am.

We will again do the \$25 gift certificates each hour and there will be an AP Sherman Hill set as a drawing item for kids 10 and under.

Last year a table holder had a shelf collapse, we will include a note in the envelope to them that it is their responsibility to be sure their tables, shelves, etc. are safe for their items as well the need to not have anyone hurt by falling items.

There will be a person from the Elks there both Saturday evening and Sunday to assist with table set up, etc.

Bob is trying to find someone to act as Train Doctor but has not located anyone yet. Robbie Schoeder will be the Parts Guy again this year,

We have a great relationship with the Elks and could possibly pursue trying to do a 2-day show there, dates are available in early March. We need to find out if our table holders have an interest in a 2-day show, what the cost would be etc.

### **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 too 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.

### **Drawing Item(s)**

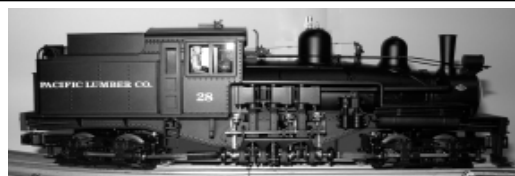
The winner of the item for 2018 was Richard Haisch of Woodbridge, VA. Nada took the items to arrange delivery to him.

The 2019 drawing item will be and MTH Rail King Imperial 4-6-2 Southern PS-4 Steam Engine 7 Southern Crescent Passenger Cars.

### **Donation**

A member who won a drawing item previously and has never run it has developed some health issues and wants to donate the item to the club. It was discussed that selling the item would be the best way to handle this if that can be done.

A motion was made, seconded to adjourn the meeting, and unanimously approved, the meeting adjourned at 12:00pm.





## Historian's Corner

Where have we been?

This is really an interesting question and the facts are that WB&A has been all over the place and taken great advantage of the greater Washington DC area. Whether the location was an open meet or a member mini meet.

In Maryland we have been to the Pikesville Armory, the Annapolis Armory, Frances Fuchs Early Childhood Center (Beltsville), Damascus High School, Edmonston Village Hall, Grapeview Restaurant (Baltimore), Oregon Ridge (Cockeysville), Oakfalls Way (Perry Hall), Pikesville Armory, Rockville Sr. High School, Tall Cedars (Baltimore), Timonium Fairgrounds, the Elks Lodge (Annapolis), and Marley Station Mall Christmas layouts in Annapolis, B&O museum, and the Baltimore Streetcar Museum.

In Virginia we have been to Kemper-Macon Ware Masonic Temple (Falls Church), Falls Church Community Center, Shriner's Kena Temple (Fairfax), and the Vienna Fire-hall. And then there was a co-meet in Fredericksburg, VA.

There are a few more I'm sure. Significant to mention was the first ever WB&A meet. The dates were August 28 and August 29 of 1964. It was held in an "air-conditioned" in a hall located below Hutzler's Department Store in the Westview Shopping Center. There was an auction, a business meeting, and 30 tables. Motels were inexpensive and close by with meals being available in the shopping center. The bus fare into downtown Baltimore was 25 cents!

Since TCA national had decided that "no new divisions should be formed in an area where there was already (a Division) in existence the WB&A Chapter had been formed. This meet celebrated our new chapter.

Yours in Train-ing!

Carol R. McGinnis,

TCA# HE95-41066

## Membership Moments by Bill Moss

We continue to improve as we aim for our goal of keeping our membership up to date. As of June 3, 2019 we have a steady membership of 242. At this time 226 members have paid their 2018 dues and 148 members have paid their 2019 dues. Thank you. 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. The dues are only \$15.00 per year. Please include a stamped, self-addressed envelope when mailing in your dues. Once again, as begun last year, we will send reminder letters to those who have not paid their 2018 dues inviting them to continue their membership. Those who do not reply or have not paid the 2018 dues by July 31 will be removed from the membership roster. This is necessary to simplify our records and Treasury.

We encourage all of our members to come out to our shows and planned events. Our next event will be the

outing to a Bowie Baysox Baseball game on July 6. The deadline for tickets was June 1, 2019 and tickets have been purchased. This will be our second year for this trip and since the ticket requests have increased from last year we hope to make it an annual event. The WB&A would like to organize more trips this year such as the Walkersville train ride last year. If you have any suggestions for WB&A trips please contact any of the WB&A Board members with your suggestions.

## Scenes from the Annapolis Train Show







June 8 Mini-Meet

A certificate of appreciation given to Phil Graves for **50 years** of TCA membership and his support of the WB&A Chapter.



**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](mailto: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.***





# View from the Observation Car

By George Tsakiris

## Simple vs. Sophisticated

Fellow toy train enthusiasts collect and run trains ranging from simple early 20th century to modern electronic command control engines. Enthusiasts debate the merits of each. Following the theme of my last View from the Observation Car article continue to ask does one style attract young folks more than the other?

When I was a kid, modern was a 1960 Lionel train set headed up by a Northern Pacific GP9 with magnatraction (it really does work!) The engine was a metal frame and chassis with a few incandescent lamps and simple forward – neutral – reverse – neutral “remote” control. It ran fast, pulled hard, and took a beating! Bought the same 1960 unit at York a few years back. Wiring had been replaced, motor tuned up, cleaned up and lubed....and it runs! Simple to repair and parts are available. Granted it doesn't have a lot of detail, the paint colors are not prototypical, and the only thing it does (besides run) is have a horn (using a “D” cell battery). That engine will be around long after I am!



**MTH Pennsy K4 – sophisticated electronics, realistic sounds, station announcements, programming, true remote, ability to run multiple trains on the same track.**



**1960 Lionel Northern Pacific GP9  
simple to fix and it will last forever!**

Fast forward to about 2006 when I got back into the hobby, the MTH starter set had a command control engine (TIU and handheld remote extra). That consolidation starter set engine has a fair amount of details and remains one of my best runners. My son loved running the trains, making it stop at stations and listening to the station announcements and cab crew chatter.

Then I bought an MTH Premier K4 with a realistic level of detail, smoke units, LED lighting (with less current draw), sound options, etc. Beautiful! However, having numerous command control engines, found they tend to be more finicky than their older pre-war / post-war counterparts. Shorting out on the track could result in a blown circuit board. Some problems require advanced troubleshooting skills. Will replacement circuit boards be around in twenty or thirty years?

The older trains are simple, rugged, have nostalgia (if you are old) and are collectable. Collections takes an investment of time and gathering

knowledge that leads to the excitement of finding that special item. Are many younger folks willing to take the time in this “sound bite / instant” world? Note: more reflections on collecting in a future article.

We can take the younger folks smartphones, add an app to run trains, and have a level of control and sophistication unknown thirty years ago. Doesn't look like a clear winner in the simple vs. sophisticated debate; and that's all alright.

## ***Yorking with Clem and Sandy Spring 2019***

We arrived at the Wynnum Gardens about noon on Tuesday. The crowd in the parking lot was active but no large. Sandy got our room organized and our suitcases inside. I chatted with many friends. Dinner that night was at Roosevelt's for our 45th wedding anniversary dinner. They did a top-notch dinner for us.

I know a father-and-son trains team who takes great joy in finding a homey did items for me. The atrociouser, the gooder!! I needed to get even. I had a GG1 scooped out of a billet of brass. What a heavy log. Powered 6-wheel trux were included. Massive amount of work needed. Whilst their space was unguarded, I delivered the beaut to a spot under their table and beat feet...Yuk, yuk.

Wednesday, we loaded into the Blue hall. We were not able to attend the exciting festivities at the NTTM. We had an early dinner at the Paddock Restaurant and retired early. Very nice and across the street from the Maple donut Factory! (how many is a baker's dozen??)

Thursday morning, I took Sandy to the York registration area early as she volunteered to work as a door guard to keep the crooks out. She always volunteers at York and all are encouraged to do so. (We are a volunteer organization!) After dropping her off I attended the Standards Committee meeting in the Orange Hall meeting room. I intentionally left a free box of IVES track and tranny's for anyone attending the IVES meeting later on to take. I understand it disappeared...Goodo as I can't toss out anything IVES!

Clem is Eastern Rep. to the committee. Meeting report due to ED sometime after the meeting

Our rules call for training in Fakes and Reproes and I gladly, along with many others, provide this education. It is one thing to talk about altering trains, it is another to see examples and learn firsthand by touch what a fake looks like and how it is done, and how to recognize it. If I Premark them, is as much learning occurring? Also, we do this to seek advice from others about these pieces' originalness. He got a "YES" from Pres. Rupert to display unmarked items for this training session and we proceeded. Thanks Mr. Pres.

A lengthy discussion was presented by Standards Committee chairman Joe Mania. He reviewed how members can join the Standards Committee. Division Presidents submit their names. Our secretary Greg Palmer confirms they are TCA members and that they are qualified. The committee votes and they are welcomed aboard. As of 4/29/19 the correct list of standard committee members for 20/18 to -20/19 term is not posted on the TCA web site. We were assured that this situation

will be corrected.

If I understand correctly the new approved operations Standards will go into effect July 1, 2019 and will be published soon. This effort has been in the making for many years. Thanks to Chairman Joe and Stu Rankin, we have an excellent product. Please read the effort and be prepared to use it. (having been around during must of this difficult prep, may I offer congrats to all involved.

This spring York I offered these examples for discussion:

½ antiqued colorized O gauge homey tender. One side was touched up with black permanent marker clearly showing a purple hew from the ink stain. The other side was touched up with black rattle-can spray paint applied by a Que tip. Shown together it is easy to recognize the permanent parker. A healthy discussion occurred, making the example a worthwhile training aide.

I showed a Crackle black painted tin gondola. Kinda ugly, but nice crackle work anyway. No ID on the piece was determined.

A tired Lionel #381 cab redo had me challenged. Evapo-rust was applied on one side of the cab which had been wet some time in its past. The Evapo-rust lifted about half of the rust and stained the remaining paint. I applied repo paint with a Que tip and improved the looks some. No-one was fooled but the loco looked better that in its rusty condition. Note, the design includes not using wiring to the cab. Wiring design was replaced by a spring mounted contact pins as is located between the motor and the frame. (This made for simpler removal of the cab.) We concluded that the 10 tabs on the body bottom will not clear the truck's top surface unless re-set. Since the cab was separated from the frame and motor, I pointed out two features of the cab construction:

The brass screens on the cab sides had punched holes to make the screen effect, but behind the screens was a solid brass plate for support. Thus, no cooling effect for the motor from these screens. (I'm assuming that the reason for the backing plate was the added strength from the plate. Earlier engines like the #42, #33, and #38 whose screens would come loose easily.) Also, the two plate were held in place by twisted tabs, not best over tabs. Very few places did Lionel twist over tabs. Most were bent 90 degrees for a secure mounting. (Someone mentioned that the solid backing plates were painted great depicting what the consist was for that engine. New info for me!!)

I displayed an O-gauge track with wooden ties. No idea who made this. Ends of the track have a punctured sliver curled back to stabilize the tie. Someone thought the rails themselves were not common. NO cross-tie crimp marks are noted. (I guess I need to donate the track to the NTTM. Cc)



114-base with commercial crane mounted on top. Dunno why Lionel did not make an early crane. (Cranes have such great play value. Cc)

York opened gloriously at noon with the playing of our National Anthem.

A young man and his Dad came by my table of treasures and was struck aghast by a homey-did urn-carrier car built on a Lionel frame. It was gifted to me by R and J who rescued it from an alien. I had put it on the table and the young man thought it was for sale. He was heartbroken that it was not available. From the second I said that, I regretted it. Homeys 's are to be enjoyed and shared. I was thinking about creating a factual story to go along with it and peddling the new story rather that regifted it to the boy. It is like a wash rack with an overhead piece with "Lionel" lasered into the crossbar and a green light. He was gone in a second and then came back to talk. WHY didn't regifted it then? Still selfish. I did give him the wash rack. He asked if I had more of the urns which I did not. If anyone knows the father and son, the rig is ready now to have a new owner. So sorry.

A homey-did gauge 1 steamer with Marklin motor: With some pomp and circumstance, I was gifted a homey-done camelback steamer In Gauge 1. Thanks very much guys. The sand dome is numbered 1933 so I guess that is the build date. The motor is Marklin. I'm thrilled. I note that a missing dome is about the size of a broom handle end so... At first pass there is hard grease on the drive mech. The sliding side piece is so gooey with black stuff that a rod screw was sheared off. I'm cleaning things and will then sort out how to remove the broken off screw shaft. This critter has wiring all over and a funny covered tube in the coal bin. I love a mystery. One side of the tender has paper stuck in the paint. A light coat of 3-in-one oil and the paper is slowly coming off by rubbing with bare fingers. This is a long process.

Thursday evening was our semiannual gathering at the Olive Garden. John Cardwell, Jean Paul and his wife Gisele

joined us usual as did Hope and Dan Danielson. So relaxing and fun to catchup about everyone's doings.

There were great trains available at York. I have seen trains at this York that I only dreamed about such as 1.5 Flying Colonel sets. Golly what an eye-candy meet. I saw 2X \$65 dolla Blu Comets but no \$ fifty dolla sets.

Sooo many great friends to chat with: what would I do without TCA and York/along with the known, I get frequently." So, you are the Clem of Clem's Primer or of some false hood I did not participate in." I do still get lots of questions still and am proud to serve.

I'm hearing the "Water Works in York" is a good restaurant. Anybody tried it?

SGMA breakfast Friday Morning was a kicker. Such a wonderful collection of custom trains as not to believe!! Some of the late Carl Rambling's handiwork was displayed. Don't miss the Friday morning breakfast in the fall. Jim Waterman brought out his steamer where the cab was built by 3D printing. Stunning work. If grading comes into the picture for quality work how do we grade 3D printing: lines per inch??

On the way home in traffic we had a fender bender with a left-turning car. No injuries thanks to the Good Lord.

Post script: over the past several months, I have had trouble with energy and feeling like I could not get enough air. I had passed a stress test and nuc test before York. We exercise regularly. Second week after York, I had to take a ride the little red wagon. These folks are truly professional and life savers. It was determined I was in A fib. Soon as they could schedule it, I was administered a TEE Cardioversion procedure. A most impressive team did the A fib job. It was like back in the flying game, the Doc introed every one and each member stated their first name, title and their tasks. I was to be the patient and a "patient is a patient." The patient has duties as well: Be cooperative and civil; inform all of any changes in the situation, pains; slow up on time and prepared, Smooth and professional team work. 200 joules did the job and my heart was back of track. Home Ms. Sandy cooked a fav dinner that night and all is good. Is this a great country or what!! I continue to improve. (I don't know how 200 DC joules of energy put my heart back on the track, but I'm getting a such machine for my trains!) (Smiling Imogee). cc



### *Share Your Memories*

Please send any train-related articles, stories, and/or print-ready photos for consideration in any upcoming publication of "The Trolley" or on the Chapter Web Site. Send via e-mail to:

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

**DEADLINE FOR SUBMITTING ARTICLES**

**FOR Oct.-Dec. 2019 TROLLEY**

**Sep. 10, 2019**

## ***Running with the Marines***

***Clem Clement***

For the USMC Museum show I could only attend Sunday.

I have spent part of each day since New Year's Day working on my trains. I have finished 7 locos and 20 some car rebuilds/cleaning/painting, etc. It came to me that I needed to finish my projects/fix or sell some and reduce the mess around my home. I did get some train work in, but not much car work. At the Scale Show in February, I brought out 5 sets. Two dependables and other newly finished concept. I usually get only 1 hour to run, so I wanted to make a good showing. A dream of mine forever was to run double-headed steamers both pre and post war. First out was a pair old tired Lionel Scouts (in keeping with the concept of not wanting to pay much for their projects). It made a good try. Set two has some history: the dark blue/blue pax cars had been repainted by Nada's late hubby. I bought them years ago from Nada. Despite my searching everywhere, they did not surface in time for the show. The repainted two light blue over Packard blue steamers: 1688/1689 made a poor showing without their Pullmans.

At 9 am Sunday morning, a bus load of young ladies on their Spring trip from Orlando came into the museum. Dave Eadie and I were running trains. Everyone else was attacking the donut monster in back. Dave Fair said school buses coming to the DC area first stop at the USMC Museum and/or the last stop facility before the long ride home. They were excited and having a grand time.

I met a proud Gramma from the Altus, OK area. Her grandson graduated from school in the Marines here at Quantico, Virginia. She was just standing and watching both the trains running and the mental rerun of what it meant of have her grandson a Marine. Her face was very calm and serene. They are a military family. She was stunned when I told her I had about 15 pilot landings at Altus, OK (Heavy training school was at Tinker AFB and we often did our pattern work at Altus AFB which was nothing much of a town then.) She says now they have grown-up big time. (Another lady was photographing wall signs also with proud-mist in her eyes. Golly the Marines are loved! A Marine and his son were loving the running trains. The little boy had so much to tell Dad about the scenes! Several burr-heads were escorting proud family members around the museum

Dave Eadie's text-book crash while backing- up to fetch his consist, reminded me so much of running the rails as a kid on my 1947 layout and crashing with trains jumping the tracks at switches and anywhere for that matter. I always thought playing trains meant recovering from crashes. Dave was running at Lionel speed and had a breakaway. As he was backing up to fetch his consist, the tender derailed at a switch (switches are the death of us big flange-wheel guys). The light weight box tender was backing into the frog and derailed into the passing outside loop of freight trains. Crunch/grind. Just like the real trains. Switches and flanges don't mate. I'm reminded as kids on my layout, trains did the same thing. I considered that part of "playing

trains" is the fetching the crane and searchlight car and re-tracking things. A no-crash run was a dull run. Hopefully no damage occurred.

I promised myself that I'd be quiet Sunday and just play trains. I accomplished one part; I ran some trains!!! I got so excited about my "firsts" that I went nuts sharing my joy. Everyone helped make my run. Thanks all for the camaraderie. Allan Crotts and grandson worked hard on lubing and fixing trains and helping. Al invented a coupler that I have been trying to do for 60 years. So simple. Happy kids were taking train catalogues and magazines home to read. I had planned to wear a Vietnam hat but grabbed the 611 hat from my hat rack. I hope the Gods aren't upset with me. So proud running with the Marines. I forgot my Marine-logoed tin-can loco as well.

Dave Eadie and I had lunch together. Among the many items covered was WB&A support to the National Christmas Tree Railroad Club's efforts to have new folks help with the daily start and evening shut down of the trains. I'm so delighted. Dave actually brought up the subject. Five members of the early V-8 Club have signed up. (I have asked TCA's Eastern Division to help as well and their President Dan Danielson has agreed to help sign up volunteer railroad workers to start the trains in the morning and shut them down at night.) I'm looking forward to their efforts to help. Please volunteer.

Dave Fair gave a group of us a special tour of the in-construction modern Marines area. The F/A 18 was mounted "The Marine way." They can't go thru the roof, can't dig a hole in the floor and they can't even remove the wing at the fold line. So, they cut part of the wing off. Clem offers \$50 for the trimmed off tip. Why: send to the AF museum which brought chuckles. Chuck, from the construction company, said we were one of the best groups that he had given the special tour.

I love running trains and equally proud feeling the Marines spirit all around me.

Thrilling day for me. I brought out 4+1 Sets. 2 were second try as they failed at the Scale Show in February. The extras were there as very dependable backups. Two sets were not used. #5 was the first timer out called MAG-LEV. After a slow start and plenty of help from all, she set off and ran throughout the packing up and shutting down efforts all around her. Stunning to continue without fuss. You know I am a standard gauge and custom guy, but since my shirt sez O gauge and I wanted to play with the Trackers, I have been collecting and fixing O gauge and custom homey-did trains run. I had to find cheap trains with new ideas and run them. MAGLEV ran without fuss or fan fare as I planned. HAHA

Oh, the visitors were looking everywhere about the exploits of the Marines. And these trophies are but the start of many more proud moments as the Marines in service to our country.

I ought to say that these dreams are many years in the making. I got my first steamer at age 4 and still have the set. It had box couplers. After the war I received a UP diesel set with knuckle couplers. I could not couple them together. About 6 years ago, in trying to some O gauge trains

so I could to join in the fun with the Trackers; I began to attack the problem. Actually 20 years ago I captured a bunch of black gons of various lengths with nuc containers aboard. They were dug up and readied. Still no locos. Several years back, the National Toy Train Museum began to sell some of the junk that had [been] stored. A pile of tired cheapo locos and tenders came my way. Don Grasson and others have helped me get them running. 25 years ago, as I was appraising a widow's collection, I found the late husband had been a big restorer and had a lot of paint stored on/near the basement heater. I offered to buy all the paint from her or toss it out, as next to a gas heater paint does not belong. Among were several cans of blue comet colors in different shades. Now I have the ingredients for the consist I dreamed about. It was to show off at the USMC!! One blue loc stalled but by mix& match both made double headed runs. The great Allan Crotts looked as my hokey connection between tender #one and loco #two and condemned it. He used some of my Model A Ford safety wire and created a sweet fake coupler system. (I have been struggling for 60 years to make such a system.) Note the blues of the 3 passenger cars do not match the blues of the locos 'cause I'm cheapo, but it results in a \$50 dolla Blue Comet...!



The MAGLEV train has been fun in the making. I'm using a junker diesel and 5 MPC cabeese with their couplers removed. Each car has two magnets, one on each platform glued in place. As the loco slowly pushes the cabeese along, magnets being opposite, the cars fight each other moving ahead. It makes a jerky motion and is a mystery to the kids. I'm still upgrading magnets and adjusting things. Fun set that draws attention.

For the MAGLEV train, I had wanted to do #60 trollies crashing to each other, but that is not technically possible due to the laws of physics and motion. Did I mention I had a fun time??

For the design and operation of the MAGLEV train:  
Objective: Be cheap/use junk/make it work/have fun  
Learn something:

it takes much fiddling with the cars, weights and better magnets

Remove front coupler from loco.

Chrome all cars to add pizzazz to the rig...

This is a slow speed operation. The cabeese must have time to spring out ahead and separate. I so proud running with the Trackers... John Z certified the MAGLEV set 1/2 thru its first lap.

After packing out, 6 of us dropped by for chow at Dixie Bones Restaurant, we each had the loaded spud. Wow what a pig-out. They offered a nice beer at \$4.50 and Rolling Rock at \$2.50. Dave spoke of drinking RR this long ago in his long island home and his place in the Adirondacks.

Play on,  
Clem Clement

*(Reprinted by permission from May issue of "The Desert Division Dispatch", Vol48 #5)*

### **The Future of Toy Trains By Art Lites TCA 97-44623**

If You are looking for a starter set for your grandchildren, you will find that things have changed in the last five years. You will no longer find a transformer with variable voltage. You will find that even the basic train is controlled by what we "old timers" call radio control. The speed, sounds, smoke and couplers are controlled by a hand held device or your smart phone. I will review the basic offerings of the major manufacturers, Lionel and MTH. Your conventional transformers will still operate these trains, but it will be a separate purchase. Clearly the appeal to the new hobbyist and younger generation is command control. More specifically control with your smart phone.

What is smart phone control? The smart phone is part of what is called "The Internet of Things". For those not familiar with the term it refers one intelligent device interacting with another. Your phone can interact with your automobile, alarm system, sprinkler system, and your TV. Now your phone. can interact with your trains.

Let's review a little toy train history. Over 25 years ago, digital sound was introduced to the train hobby and it made a significant impact on our hobby. Our hobby marveled at the realistic sounds of steam and diesel engines. Several years later, Lionel introduced (or reintroduced if you count the 1947 Lionel electronic set) radio control. Lionel called this Trainmaster Command Control. Now the operator could control two trains independently on the same track. Multiple engines could be operated in a consist. Four years later, MTH followed with its' own version of command control with the capability to not only send commands to the engine but the engine could send information back to the operator. This was termed Digital





**Lionel Lion Chief Polar Express Set. Notice the wall transformer plugs directly**

Command System, DCS. Both of these systems are radio control. The components are smaller, and the systems can do more because the computer systems are more powerful; but this is still radio control. What is new? Your tablet or smart phone is now the transmitter/receiver. So let's take a look at the two basic system you have from the market leaders. First, we will look at Lionel's basic offerings. The term LionChief has been around for a few years. Now the basic sets have LionChief remotes as well as being Bluetooth compatible. The track is powered by an 18 V AC power supply. The train comes with an engine specific remote. The remote offers an easy to use walk around control which seems to be more intuitive for preschool railroaders. However, the engine can also be operated with the Bluetooth phone app. This app can also be run on most tablets either android or Apple. The phone/tablet app is more sophisticated offering controls for couplers, smoke control, volume for sounds, momentum and more. It also offers the flexibility to operate other LionChief engines but not conventional engines because there is no control to vary the voltage to the track. Additionally, the LionChief engines will operate on TMCC, Legacy, and with some limitations on conventional layouts. LionChief will operate on the same track with TMCC, Legacy. All engines will operate in conventional mode.



**MTH Starter set with DCS Explorer**

The MTH entry level sets operate with DCS Explorer. The small transformer goes through the DCS which connects to the track. Control is thru a smart phone or IPAD with free the app from MTH. The operator can control up to three engines individually or all together. Functions include speed, sound, smoke, couplers, announcements and doppler effects. Again, because the track voltage is a constant 18 v., this set will not run conventional trains. However, the DCS Explorer will run all MTH Proto 2 and Proto 3 locomotives.

Both sets are starter sets and provide control over engines only. Both sets allow several operators to run trains simultaneously with smart phones. The Lionel LionChief has its own remote which is simpler and might



**DCS Explorer and power supply. Notice that the wall transformer plugs into the Explorer Track Interface Unit, and the TIU into the track.**



**Lionel LionChief Remote – This one will only operate the engine included in its set.**

be better suited for the younger operator. The MTH DCS allows you to operate three trains at once and gives you a few more engine controls. If you want further information or to see these interfaces in action, I suggest you visit YouTube and begin searching for DCS Explorer or Lionel Wi-Fi.

Back to the title of this article, this hobby will never see the participation of the 1950s or even that of 30



**Screen of smart phone with Bluetooth**

years ago. However, the manufacturers have embraced technology and recognized that the smart phone is key to attracting the parents and youngsters of today.

The local hobby shop and train stores that used to be the source for demonstrating toy train innovations are fast disappearing and with them, the stream of people looking to join a local train club. One of the main theme of train clubs is "How can we attract new members". The train club that wants to be in existence in 10 years must use and demonstrate new technology to the public.



## The Moonlighters

by  
Bob Gray

In February 2019, I attended a family birthday celebration in Sykesville, Maryland. During the course of the afternoon, I chatted with my cousin Bill Schafer, a retiree from the Norfolk Southern Railroad where he served as Director of Strategic Planning for many years. Bill now is the Director for Development of the Tennessee Valley Railroad Museum.

In the course of our conversation, Bill asked my wife and I if we would be interested in joining a group he organizes for a journey across Canada on a very special train. His group is known as The Moonlighters.

During a full moon every winter, The Moonlighters, a group of railroad professionals, executives, journalists, advocates, and enthusiasts gather on board the Canadian, the last remaining streamliner train in regular service in North America. Together they travel back and forth from Vancouver, British Columbia to Toronto. The four day – four night one way journey takes them through some of Canada’s most beautiful areas.



“When is the next trip,” I asked. Bill responded, “March, just a few weeks from now.”

After a brief conference with my wife Kathie, we decided to join the Moonlighters on their 2019 Trans-Canadian trip. That meant making a lot of trip plans in a short time, but we made it and were able to arrive in Vancouver in time to join the other 100 Moonlighters for the beginning of the adventure.

The group met at Vancouver’s Pacific Central Railroad Station on March 15. The first thing I did was to walk up and down the platform and look at our train. With the locomotive far forward, the first car I came to was VIA Rail Canada’s Park Car, a streamlined dome-sleeper-observation cars built by the Budd Company for the Canadian Pacific Railway in 1954.



Moving forward, I passed streamlined, all-stainless steel consist featuring domed observation cars, sleepers, and

dining cars. Pulling the Canadian was an EMD F40PH diesel-electric locomotive built by General Motors



The pedigree of the Canadian reaches back to the creation of Canada's first national railroad, constructed in 1885. Today's Canadian train is easily recognized by its gleaming stainless steel cars. They have been completely restored to their 1950's style, but with modern amenities offering elegance in an art-deco style.

The Canadian's route travels through 2,775 miles of awe-inspiring landscapes, revealing the stark beauty of the Canadian Shield, the immense skies of the Prairies and the grandeur of the Rocky Mountains. The train may make stops (upon request) at 65 stations along the way.

On our east-bound journey from Vancouver, we crossed an 800-foot steel-arched bridge and ran along tracks 200 feet above the Thompson River. Some of the most dramatic scenery along the route occurred in this area as the train clung precariously to the mountainsides. Although railway slide fences protect the route, the train crept along at a cautious pace, usually 26–30 miles per hour.

We traveled eastward at elevation through Mount Robson Provincial Park, where the line passed through a 1,670-foot tunnel, where a 1905 avalanche buried railroad workers. Since we had to sleep sometime, we missed seeing much of Jasper and Edmonton.

Upon leaving Edmonton, the train headed east across the Canadian Prairie for nearly 300 miles paralleling the Alberta Highway. We stopped in the rural communities of Viking and Wainwright, Alberta, before turning south and crossing the Alberta–Saskatchewan border.

Continuing east towards Winnipeg, where the tracks follow the Assiniboine River and enter the historic Winnipeg Union Station we stepped off the train in Hornpayne, Ontario where the temperature had been -13 degrees Fahrenheit during the night.





The train traveled on through the rugged Canadian Shield, an exposed portion of the Earth's continental crust underlying the majority of North America. During the last Ice Age, glaciers scraped this area bare of its overlying rock. The resulting surface consists of rocky, ice-smoothed hills together with irregular basins, which are mostly filled by lakes or swamps. The area is notable for its mining industries.

By the time we arrived at our destination, Toronto, we felt like we had become part of The Moonlighters, a congenial group of who enjoy riding across Canada in the deep of midwinter aboard a 1950's vintage streamliner.

In Toronto some of the Moonlighters toured Rapido Trains Inc. a high-end manufacturer of model trains and accessories in HO, OO and N scales.

And, oh yes, we did get to see the glorious moon for several nights.

This train journey is featured in an excellent video titled "Mighty Trains: The Canadian" available on-line.

---

### **WB&A Annapolis Train Show Report**

In a word – Magnificent! All indicators point to the 2019 Annapolis Train show as being a great success. Vendors were happy. Customers were happy and their arms were full. The National Trackers were happy. The Elks (our hosts) were happy. Kids were smiling ear to ear. And in the end, our goal of promoting the hobby we hold so near and dear was achieved.

Speaking for the many, many members who pitched in to make the 2019 Train show what it was, we want to thank you, the membership, for your unwavering support. Without your confidence and fiscal backing, the train show would not be possible, and that point cannot be overstated. All members supported the show (in many capacities) whether they were in attendance or not.

When speaking with table holders, we believe we heard everyone say that they enjoyed the show and did well with sales. From the vendors who were in the hall, we heard that customers were very pleased with the variety and value of the items available for purchase. From Dave Sealing, the Trackers really enjoyed sharing their passion with the public – sometimes even turning over the controls to the little ones who got a kick out of running the trains themselves. But the biggest and best indicator of success for the 2019 show is the list of names that we collected from those who signed up for next year. What a testament! We have 15 table holders already reserved 40 tables for next year. Want to be a part of the 2020 show, let Skip Lee or Bob Ferguson know now. Actual table reservation forms will not be sent out until the fall but you are welcome to add to our pre-registration list now.

One thing you will not see in this report is a financial reference. The Show committee is charged with not only putting on a well-run show but also being the advocates for our hobby. Through the

support of the Board of Directors, this team is expected to keep within reasonable budgetary guidelines. Those are adhered to! The real indicator of the show's success is not the revenue generated at the door but rather the exposure and pleasure the public enjoys when attending our show. This year, we had nearly 500 guests come through the doors and we want to thank you all for promoting such an exciting experience for all our newly found friends.

Submitted,  
Skip Lee (3087)

PS – is anyone interested in being part of a planning committee for a December show? The Board would need to approve it and a group would need to be assembled before any decisions would be made. Just seeing if there is interest from the Membership to promote it? If yes, please write to Skip Lee at [ChessieTrain@comcast.net](mailto:ChessieTrain@comcast.net) Happy Tracks!

---

Congratulations to 9 year old Nathan of Dundirk, Md as the winner of the drawing set for children. His grandfather had brought him to the Annapolis show earlier in the day and when the drawing was held his grandfather came back to pick it up. They are shown together on their couch getting ready to open it up, set it up and start running it. We hope they both enjoy it for many years to come and just have fun with trains.





## Upcoming Events

- Oct. 12, 2019 NVMR, Historic Vienna Train Depot, 1-5
- Oct. 16, 2016 Open House, TCA Museum
- Oct. 17-19, 2019 Eastern Division York Train Show
- 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



Allen E. Crotts  
TCA 95 - 41208



PRE-WAR  
POST-WAR

### AL'S TOY TRAIN SERVICE

Specializing in  
Lionel & American Flyer  
O, S & Standard Gauge

Call for Appointment

WB&A 1219  
VTC 98-1031

Falls Church, VA.  
(703)-536-7657

REPAIRS

PARTS

BUY/SELL ELECTRIC TRAINS  
LIONEL — MARX — AMERICAN FLYER  
TCA - TTOS - LOTS  
86-23598 7520 700

LOOSE CABOOSE

Robbie Schroeder 12824 MEADOWBROOK LA.  
301-843-8769 WB&A 1734 Waldorf, MD 20601  
NOW SELLING ALFRA ENGINEERING PARTS  
NO LIST YET STILL ORGANIZEN CALL WITH NEEDS  
SPECIALIZING IN LIONEL PARTS



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.)



Robert Graves

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

Orange, VA.

### LOOKING FOR NEW MEMBERS

If you know a TCA member in our area who is not a WB&A member, invite them to attend the 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.



Find us on  
Facebook

*Do you use  
Facebook?*

*If so, try out our facebook page*

[https://](https://www.facebook.com/wba.chaptertca)

[www.facebook.com/wba.chaptertca](https://www.facebook.com/wba.chaptertca)



Toy Trains &  
Collectibles

7216 New Market Court  
Manassas VA 20109  
[toytrainsandcollectibles.com](http://toytrainsandcollectibles.com)  
571-379-5497

**Hope & Dan Danielson**

[dandhtrains@comcast.net](mailto:dandhtrains@comcast.net)

BUY - SELL - PARTS - SERVICE

## Engine House Hobbies

[enginehousehobbies.net](http://enginehousehobbies.net)

Trains and more serving your creative needs

A Releasing Your Unlimited Creativity Application

301-590-0816  
1-A East Diamond Ave

[ken@enginehousehobbies.net](mailto:ken@enginehousehobbies.net)  
Gaithersburg, MD 20877