

Vol. 22 No. 4

Oct.-Dec. 2021

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<https://wba-tca-eastern.org>

www.facebook.com/wba.chaptertca

WB&A Board of Directors

Officers:

President: Tom Salen

Vice Pres: John Buxton

Treasurer: Michael Ackerman

Secretary: Bob Gray

Directors:

Nada Boswell

Charles Doring

Robert Heine

Skip Lee

Arnold (Arne) Meyrow

William (Bill) Moss

Eastern Division Representative:

David Eadie

Key Contacts:

President: Tom Salen

Phone: 571-221-3719

E-Mail: stsalen@verizon.net

Secretary: Bob Gray

Phone: 301-367-7447

E-Mail: bgray5002@yahoo.com

Membership: Bill Moss

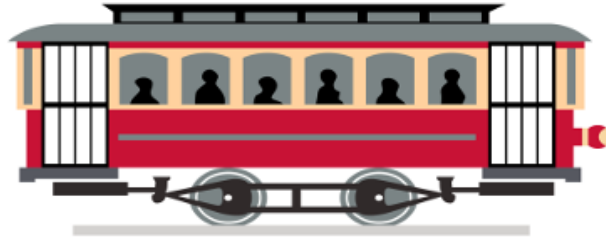
Phone: 301-322-9080

Train Shows: Skip Lee

Annapolis: 443-618-6866

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"The Trolley" The Official WB&A Newsletter



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

Message from the WB&A's President

We're back! In case you missed it, we held our first in-person **Flea Market** on August 21, 2021. It was held in Silver Spring at the Knights of Columbus. We set up in their parking lot and had use of their restrooms and KoC provided a limited menu of food for breakfast and lunch. There were close to twenty vendors that took advantage of the no charge event. A steady stream of attendees starting at 8 o'clock am thru 1 o'clock pm keeping everyone on their toes. Everyone reported they had sales for the morning. It was great to see everyone enjoying being back together, seeing old friends and socializing together. Thanks to everyone who worked on the show to make it possible.

Our next in person event, will be our Mini Meet in early November. I hope everyone will join us, as we count the ballots for this year's election. Also the board is working on a Virginia show for the early part of December here in Virginia. We are in need of a meet chairman for the event, anyone interested please give me a call. The Annapolis show is on for late February, Skip Lee will be hosting the show, thank you Skip!

As I have said in some of my previous President remarks, we are in need of people to step up and volunteer. Without your help it's difficult to provide all the activities that we have been accustomed to having. You don't have to be on the board of directors to volunteer, just a desire to pitch in to help out is enough.

Be a part of the action get involved!

Tom Salen

Sad news

In memory of Mary Jackson

As you may remember, Mary Jackson was a great supporter of the WB&A.

Together she and her husband Pete ran Kids Korner at the York twice a year and at our convention in 2010. You could always find Mary at any WB&A show at the front gate selling tickets to our shows. Anyone wanting to send a sympathy card to Mary's son, his address is:

Kevin Manuel
3620 Lazy Lake Dr. N.
Lakeland, FL 33801



Treasurer's Report as of Sept. 1, 2021

By Michael Ackerman

The Chapter's financial activities for Jan. 1, 2021 through Sept. 1, 2021 are summarized below. If you have any other questions or comments feel free to contact me at mjackermn@gmail.com

Check Book Balance – Jan. 1, 2021 \$30,873
Check Book Balance - Sept. 1, 2021 \$31,612

Significant Activities Jan. 1, 2021 thru Sept. 1, 2021

	Expenses	Revenue
Train Meets	626	0
Membership Dues 2020 (20)		525
Membership Dues 2020 prepaid(171)		*2565
Membership Dues 2021 (79)	92	1335
Membership Dues 2021 prepaid (38)		*570
Membership Dues 2022 (10)		150
Membership Donations		
Trolley 2021	536	
Kids Korner		
Web Site	40	
Train Set Drawing		135
Train Set Drawing Prepaid 2020	*487	*220
Election Expenses		
Miscellaneous Expenses	112	

* Note: Revenue and expenses listed as "prepaid" were received or paid before January 1, 2021 and are therefore not accounted for as revenue or expense for 2021 since they are included in the Checkbook Balance of January 1, 2021.

WB&A Board of Directors Meeting

WB&A CHAPTER – TCA

Saturday, March 27, 2021

Via ZOOM

Meeting Start Time: 10:00 am

Meeting End Time: 12.00 pm

In Attendance

Present: Tom Salen, Nada Boswell, Mike Ackerman, Dave Eadie, Bob Heine, Bob Gray, Charles Dorman

Absent: Bill Moss, Skip Lee, John Buxton, Arnie Meyrow

A quorum being determined, the meeting was called to order by Tom Salen, WB&A President.

OPENING COMMENTS BY PRESIDENT – President

Tom Salen welcomed the group and noted that we are beginning to return to some degree of normalcy regarding the virus and that by mid-year we can resume in-person club 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.

OLD BUSINESS

1. Secretary's Report – Bob Gray

The minutes from the January 9, 2021 Board Meeting were reviewed for members. A request was made for additions or corrections to the minutes. A motion to accept the minutes was made to accept the minutes as written, seconded and unanimously approved. Bob Gray reported that he had picked up the following WB&A property from Nada Boswell: 1st Aid Kit, Tool Box, Camcorder, Rolling Cooler, Kids Area Train Set, and 20-Cup Coffee Urn. Bob presented an option for the archiving of WB&A data on Google Drive. After discussion it was agreed that we will use the Google Drive option for a WB&A Archive for the time being. BOD members were encouraged to go to the WB&A Archive on Google Drive and if appropriate upload material to the Drive. Lastly, Bob announced that the WB&A Website now includes a "Members Only" page that contains the Minutes of past BOD and General Membership meetings.

2. Treasurer's Report – Michael Ackerman

The Treasurer's Report was distributed to the BOD previous to the meeting. Michael displayed the current report that reflects activity for the first three months of 2021. Our financial status is slightly improved due to in-coming dues payments and the fact

that we are not incurring many expenses due to the quarantine. Michael answered a question regarding the expense in the category “good and welfare” explaining that it was an expression of gratitude to the newsletter editor for outstanding service. On a question regarding the Club Raffle, Michael reviewed income and expenses related to the raffle. He said we need to promote the raffle. A brief discussion followed regarding what we should be selecting to raffle in the future. The Treasures’ Report of March 27, 2021 was approved.

3. **Membership Report** – Bob Heine for Bill Moss
Bob reported that our current membership is 221. 87 members have paid their 2021 dues. The total number of unpaid dues for 2020 is 16 in spite of an effort to contact these members by phone in February and early March. Bill Moss (via Bob Heine) and Tom Salen thanked the five Board members that made phone calls to members behind in their dues. A discussion of strategies to attract new members included using TCA data to identify local TCA members who are not WB&A members. Bob Heine noted that approximately 10% of TCA members live in the mid-east United States and are potential WB&A members.

4. **Eastern Report – Dave Eadie**
Dave reported that the October 2021 York Show is on. There is a Board meeting scheduled for early April to plan for the show. It will be a three-day show in the same format as 2018 and 2019, set-up on Thursday morning, the show starts at noon on Thursday and goes through Saturday. Pre-show events may include an auction night or movie night. Dave noted that the TCA Museum has requested a hall with a lot tables at the October show to sell three-truck loads of excess train-related items. There will probably still be some Covid-related safety policies in effect for the October Show.

NEW BUSINESS

1. **Shows and Meetings** – Tom Salen suggested that the June 2021 WB&A BOD meeting and Mini Meet will again be via Zoom. He said that we should plan to hold a Bowie Show and the February 2022 Annapolis Show. We need to see if we have a venue for the event. For the June meeting and Mini-Meet we should call and invite all members to participate in a ZOOM meeting. It may include a visit to a member’s (Gary Cameron) layout. Tom will talk to him. Charles Doring will check with the K of C in Forest Glen, MD about a possible outdoor event (Tail Gate) with a rain date in August. Bob Gray will check with Mike Agro about a possible early November Board Meeting/Mini Meet at his Museum/Train Layout.

2. **Reviving E-Blasts** – John Buxton suggested that we resume periodic e-mail messages to mem-

bers (formerly known as E-Blasts) that provides information on upcoming railroad-related events. The Board discussed the pros and cons of resuming E-Blasts and Tom Salen suggested that John Buxton be asked to assume responsibility for it.

Next Board of Directors Meeting will be held on Saturday, May 8, 2021- 10:00 AM (via Zoom) to discuss the June 6, 2021 Board Meeting/Mini Meet.

A motion was made, seconded, and unanimously approved to adjourn at 12:00 PM.

Minutes submitted by: Bob Gray

Minutes approved on May 8, 2021

Membership Moments by Bill Moss

The first WB&A Outdoor Flea Market was held on August 21. Everyone was glad to see friends in person and to begin to move toward our regular WB&A shows again. This year we all hope to be at the York Meet in October. WB&A is also discussing plans for another show this year. There have also been a few outside Private Yard Sale train shows recently. You can check the WB&A website for information about shows in the area which come to our attention. We will continue to meet by Zoom Teleconferencing which will include “show and tell” and “how to” sessions. You may contact the WB&A Executive Board if you would like to schedule something to show during the next Zoom Mini-Meet. All members are invited to join and participate in these meetings by using Zoom on their computers or by calling in on their phones. Information will be available on the WB&A Website (wba-tca-eastern.org) before each scheduled Teleconference. Check the website at any time to keep up with the latest WB&A news. In this way we can remain active in the WB&A. We are maintaining our membership total at 210 members and at this time 130 members have paid their 2021 dues. The 2022 membership stickers are also available if you would like to pay ahead. So far, 11 members have paid their 2022 dues. Please try to pay each year’s dues by the end of that year. You may use the Membership Renewal Form found in this issue of the Trolley to pay any dues by mail or stop by our Membership Table at our shows or the York Meet. Thank you everyone who continue to maintain your membership. Also, thank you for enclosing a self-addressed, stamped envelope with your mailed dues. We hope to see you at York and our next WB&A show. You may also request tickets for our Train Drawing by submitting the Request Form in the Trolley together with your Membership Renewal dues or by submitting the Train Drawing ticket request separately.



Historian's Corner

What Would Dad Do?



For Better or Worse 10/24, by Lynn Johnston

The history of a man comes to us by the retelling his stories and his accomplishments. One such man had a great impact on the Train Collectors Association that is still evident today. This is just a bit of his story: The year was 2002. On the evening of January 27th, Lou Redman returned from a local Fort Pitt Division train meet. He most likely bought a few items, traded some tall tales, but most importantly he shared his knowledge with those around him.

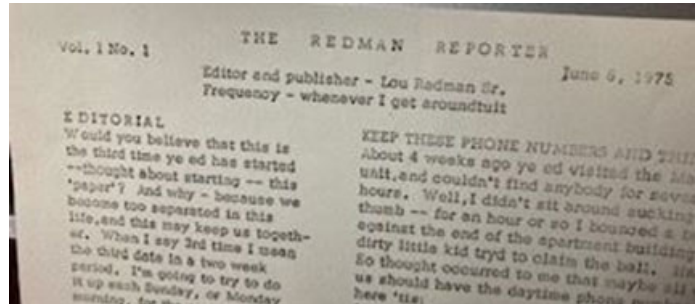
Lou loved trains and toy trains. We would travel as a family all over, from Massachusetts to California to visit with family and to attend TCA conventions. It didn't matter where the convention was held. California, Chicago, or Denham (Massachusetts). If the location was close, he would load Jody and all us four kids into the station wagon and drive.

At further locations we would take the train! From Pittsburgh on the B&O through Chicago and along the southern route of the Santa Fe Super Chief into Pasadena. At least once we returned via the northern route on the California Zephyr from San Francisco into Chicago and returned on the B&O to Pittsburgh. Sleeping in a lounge car, looking out the vista dome, and dinner in the diner, well seriously nothing could be finer! Memories of the chugging of the wheels, the scenery as we rode through the plains and the Rockies, and dad filming his nose out the window of the vestibule between the cars. He once got off in Albuquerque to film the washing of the train and almost missed getting back on! All of this on our way to, or on our way from, a TCA Convention!

Our last trip together to California found us driving all the way. We rode across the western plains, stayed in quaint log cabins, and climbed the Santa Monica Mountains. Somewhere along the route, just as we started to climb into the mountains, the air conditioning kicked out. We survived on popsicles and ice cubes! Dad said they would find us on the side of the road suffering from frost-bite!

So, as York is set to re-open in October, 2021, I've pondered, what would dad have done through COVID?

To be sure, he would have reached out to others to assure that they were safe and staying healthy. He would have talked about new adventures and new acquisitions. He would have kept in touch by phone, at any hour of the night mind you, and might even have written a "Memo" or a letter.



Perhaps he would have restarted "The Redman Reporter". This family newsletter was started in June, 1975 and each one of us in the family would get a copy regularly for the next 7 years. As noted on Vol.1, No.1 the "Frequency" would be "whenever I get "aroundtuit!" These regular editions included updates on each of the family groups, notes about Grandma in California, business notes, and some TCA adventures.

He was known far and wide for setting up elaborate layouts. Beginning in November, just after Thanksgiving, and keeping them up almost until Easter, Lou would have surely taken the "extra" time and devised a layout that would enthrall everyone. Lou, Jr. remembers that dad "... was a collector, but he knew they were toys and he'd play with them. ... He would move furniture around and commandeered rooms. It was quite a treat for neighborhood children to come and see his (Christmas) train layout". It would have been amazing! The "For Better or Worse" above says it all!

Lou would always exceed expectations, whether in business or life or with TCA. He supported and spoke at "Tinplate Talks" through the Fort Pitt Chapter. He was a Founding Member of TCA, TCA Charter Member #3, a founding member of the Pennsylvania (Arden) Trolley Museum, a member of LCCA, a member of TTOS, National Business Manager, Train Collectors Quarterly Editor, National Secretary, National Treasurer. NMRA Pioneer of Model Railroading Award in 2009, and "Mr. TCA"

Bottom line, COVID would not have stopped him! And there are many others out there and their stories have yet to be told. Are you their storyteller?

Yours in "Training".

By Carol Redman McGinnis, #HE95-41066



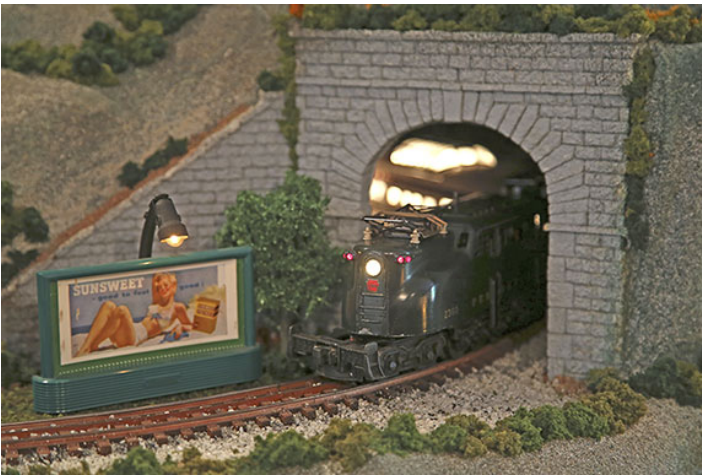
Dr. J. Lechner

WB&A LIONEL STORY

by Gary A. Cameron

There was a great Milton-Bradley board game when I was a kid called "Chutes & Ladders," in which you either progressed upward through the game via the ladders, or fell back if you landed on the chutes. I always loved playing that simple game, but the impression it made on me in the 1950's wasn't the "playing" part, rather, how to measure how old you were on the rows which were stacked in squares of ten. It's just been one of those silly things stuck in my head.

Well, I'm now near the top of the board, with only three more rows to go to reach 100. Or, if I'm extremely lucky, the end of the game. And trust me, I've been more than fortunate, and blessed, to have more ladders than chutes throughout my life.



How does this possibly relate to Lionel trains, or specifically, MY Lionel trains which I've had since "the first row" of Chutes & Ladders? I guess I realize that sooner or later, (and sooner is now a lot closer), I'm going to have to let my beloved Lionel trains, accessories, and layout go. My only child, a son named Andy, respects and admires the collection, but does not have the space, or time, in his life with a demanding job, a wife and child (and maybe another on the way), a new, old 1933 house that needs restoration, to take on a train room.



The backstory to my trains is that I had an Uncle, David Gardella, who was a bachelor, and a jeweler, at Detroit's premier downtown department store HUDSON'S. Uncle Dave was frugal, (a child of the Great Depression), but every year he would buy one Lionel piece of rolling stock for himself, one for me, and if there was a little money left over on his employee discount, post-Christmas spree, an accessory. I had favorite nation status with Uncle Dave because I'd help him wash his cars, and to quote him verbatim, "he takes care of his toys." I had a small layout at our house, and the number of rolling stock and accessories grew from about my age 8 (my parents would also throw in one Lionel Christmas gift too, because I would deftly leave circled "wants" in the annual catalogue, even after I no longer believed in Santa).

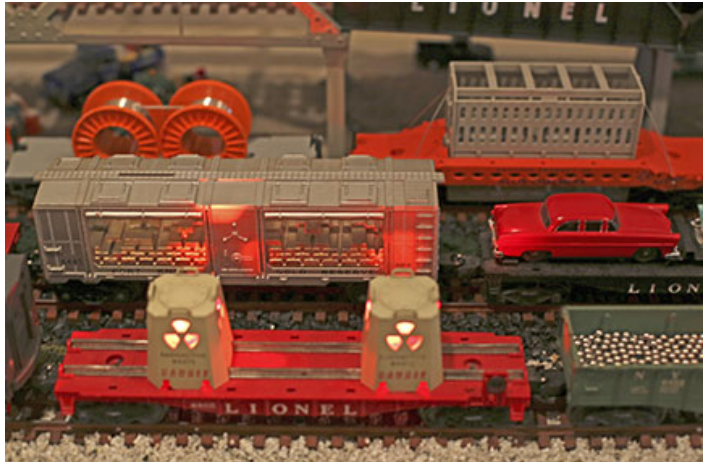


The years went by, the folks split up, and my trains went into storage at Uncle Dave's big colonial house on the East Side. They did not go into the attic to melt. They did not go into the basement to rust. They had their own bedroom for storage, wrapped individually, and put into labeled boxes. GARY/LOCOs GARY/BOXCARS GARY/TRACK/SWITCHES (Super O) And there they sat, through two college attempts, a four-year stint in the Air Force, a new career, a marriage, a son, and a first house that resembled the Addams Family introduction.



Money was tight, but back in Detroit, Uncle Dave had passed, and ALL of the trains, his and mine, were in danger of being booted to the curb out of convenience. A rescue attempt was successful, it was time to start thinking about the future of the family heirloom, the Lionel trains. With steady employment, I took on the destruction of our original, and falling down 1918 Model T garage, and the grand plan of a new, two-story garage with a dedicated train room on top.

With the benchwork completed, I can now move on to scenery, mountains, ballast, the town and yard areas, lighting, placement of accessories, and wall decorations. You know, the fun stuff!! Long nights are spent up “in the train room,” cutting and forming pink styrofoam insulation, dipping industrial strength paper towels into Hydrocal, placing Uncle Dave’s homemade buildings, and applying ground cover and trees. It’s actually looking like a train layout!!!



Baby steps, baby steps. Garage built, check, with an unfinished 16x25 foot room on top. Great for birthday parties and pinatas. Finish and drywall the train room. Install carpeting in the train room. Install baseboard heating, and a dedicated electrical panel, in the train room. You’ll note that nothing Lionel related has been mentioned yet.

An annual Christmas train party for neighborhood kids becomes a tradition, and the layout grows and matures. The Chutes and Ladder board climbs through the 30’s, 40’s, 50’s, and 60’s. Countless hours are enjoyed in the train room, making up for lost time while the contents sat dormant in boxes.

A few years pass, and now it’s time to get serious. I’m tired of just sitting in a nice room atop my garage, looking through boxes, and “remembering” what it was like to play with Lionel trains. I contacted a dedicated firm in Baltimore, Custom Model Railroads, and sat down with Jeff Springer on an early computer, to design how we can get a layout compatible with my Post War Lionels, that is kid friendly. Plans made, and in-house construction starts on my layout concentrating on benchwork and wiring for those five ZW’s and 16 Super O switches.

And here we are, in 2021.



Someone once wisely said, “You rarely see a U-Haul trailer attached to a hearse.” While I’m not quite there yet, someday the train is going to reach the station. Until then, let’s just enjoy what we’ve done, and the ride. Hopefully, Uncle Dave approves.



All Aboard!!!!
The Annapolis Show is a Go!

Greetings train enthusiasts! The Annapolis Show Committee is eagerly planning this year's spectacular event. There is a lot of energy and excitement behind the 2022 Annapolis Show and we are delighted to bring this news to you first. Past table holders have already begun placing reservations, community members have already begun inquiring about the show, and the Elks are eager to have us back. It is all shaping up to be another wonderful event for the WB&A Chapter and the Annapolis community at large.

As we have done in the past, we will be opening the doors for an exclusive buying opportunity for our membership at 9:00am the morning of the show. This way, our valued members get first dibs on all the merchandise and deals the table holders have to offer. You'll also have exclusive rights to the first Door Prize offered during the show. Please plan ahead and join us for the return of the Annapolis Show.

**February 27, 2022 Annapolis Elks Lodge
9:00-10:00**

Exclusive Access Free Admission with Membership Card.

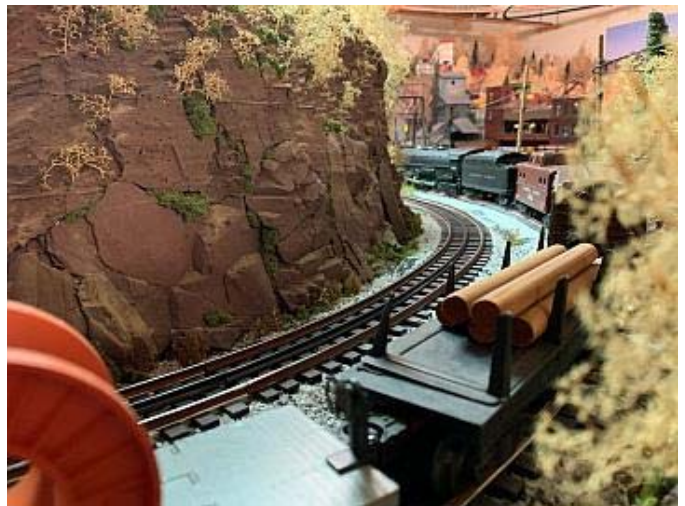
As we have asked in the past, a small army is needed to assist with setting up the show on Saturday afternoon. If your schedule allows it, we could use some assistance with arranging the banquet hall into a train show setting. Tables need to be positioned. The Stage needs to be set up. The lobby needs to be prepared for all of our guests. And there is probably a slew of additional needs that this article simply overlooked. If you can, please let the show Chairman know you can help and plan of reporting at 4:00pm on Saturday afternoon, February 26th.

Now for the elephant in the room – We will continue to monitor COVID related developments and work in hand with the Anne Arundel County Health Department guidelines for a safe event. All our members and out guests will need to make informed decisions as to whether they are or are not willing to attend an event where others are present. We will follow the guidelines as set forth in February, not today. It is entirely too soon to make rash decisions on whether we will or will not hold the show. Preparations for an event this large simply cannot occur overnight so the six-month lead in is necessary to have all the arrangements in place when the doors open. The Show Committee and the Board of Directors will monitor the community levels of COVID and make an

informed decision when the time comes. Also, each member needs to make informed decisions for themselves and consider their own wellness condition before participating.

We hope to see everyone in February and thank you to those who will step up and assist with the Show Preparations. We still need an advertising co-chair and the Door Prize coordinator. Contact ChessieTrains@comcast.net if you are interested in these roles or are willing to assist on the 26th with setting up the show. Thank you in advance and Happy Railroad-ing!

GEORGE LEAH'S WESTERN PENNSYLVANIA LAYOUT



Share Your Memories

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

pullenp@gmail.com

**DEADLINE FOR SUBMITTING ARTICLES
FOR Jan.-Mar. 2022 TROLLEY
Dec. 10, 2021**

The Mark Twain Zephyr

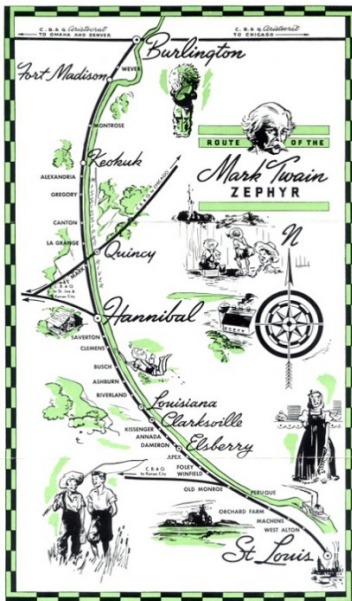
Bob Gray

On Friday, October 26, 1935 Nina Gabrilowitsch christened Burlington Railroad's Mark Twain Zephyr. Nina was the granddaughter of Samuel Clemens (aka Mark Twain). With her in the picture below are contest winners selected to portray Tom Sawyer, Becky Thatcher, and Huck Finn; characters from Twain stories.



The ceremony was broadcast coast to coast on CBS radio. Two days later, the Mark Twain entered service. It was retired by the Chicago, Burlington and Quincy Railroad (CB&Q) in June 1960.

The Mark Twain was the Burlington's fourth Zephyr, following the original Zephyr and the Twin Zephyrs. They operated between St. Louis and Burlington, Iowa via Hannibal, Missouri, Samuel Clemens hometown.

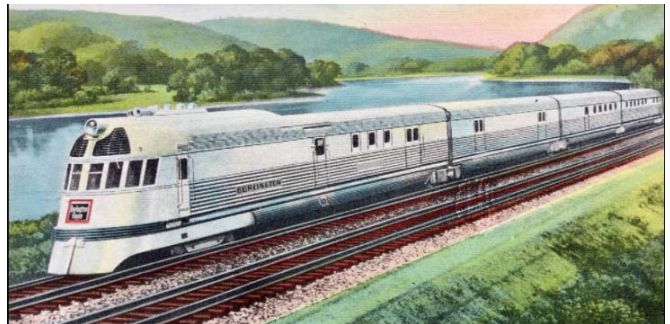


The Mark Twain Zephyr's locomotive and cars were named *Injun Joe*, *Tom Sawyer*, *Becky Thatcher*, and *Huck Finn*. The rear drumhead was a bas bust of Mark Twain

over his signature applied to the stainless steel itself.



Before being put into service on October 27, 1935, the train did some speed runs for the press during which the train sustained an average speed of 122 miles per hour for three miles. In service, the train traveled round trip between St. Louis and Burlington each day at an average speed of a little over 40 mph.



After being retired by the Chicago, Burlington and Quincy Railroad (CB&Q), the Mark Twain Zephyr was put into storage at a locomotive shop in West Burlington, Iowa. For the next 60 years, the historic train was handed down through seven private owners, none of which had the resources to complete the costly renovations needed to bring the Mark Twain back to life.

In 2020, the Wisconsin Great Northern Railroad purchased the Mark Twain Zephyr and moved it to Trego, Wisconsin by truck where a complete overhaul was carried out. Over the past several years, a team of experienced carpenters, renovators and craftspeople have been transforming the Mark Twain Zephyr into what will be the only operable train of its kind.

In 2022, the Mark Twain Zephyr once again will be giving passengers rides on the WGN Railroad's main line out of Trego, Wisconsin.

In 2013, Lionel produced a beautiful die-cast metal version of the Mark Twain Zephyr. The engine contains 2

flywheel motors as well as the electronics for the Legacy Control System as well as Legacy Rail Sounds. There is also an operating smoke unit that emits smoke from the four stacks on top of the unit.



The only drawback to this train is that it does not include all four of the original passenger cars of the Mark Twain Zephyr. Because this Lionel offering was made by modifying another Zephyr model that had only three cars, the Becky Thatcher car was not included.

Mark Twain was a chronicler of Americana. He wrote about a journey he made in 1861 from St. Joseph, Missouri to Carson City, Nevada by mule-drawn mail coach in the days before railroads reached that part of the country. The trip took 21 days. He later wrote about the same trip by rail in 8 days. Still a pretty long time.

Here is a story that Mark Twain told one afternoon.

Years ago, I was on a train leaving New York.

There were too many people, and the sleeper train was full. I asked the young man at the ticket office if I could have a room in the sleeper section of the train. He answered rudely, "No!"

I left feeling quite angry.

As I was getting on the train, I saw a man watching me. He watched me for a few minutes. Then he spoke to the conductor in a whisper. Immediately the conductor came over to me.

"Can I help you?" he asked.

"Do you want a place in the sleeper section?" "Yes, give me anything." "We have two beds and chairs in a private section." The conductor made sure I was comfortable. Then, the man I had noticed earlier said, "I'm so proud to have you on this train, sir." "Oh? Who am I?" I asked. "General McClellan."

General George McClellan had his own train connections, having participated in the Pacific Railroad Surveys of 1853-1855, a series of explorations of the American

***Don't miss out on the chance to win the WB&A Drawing for an MTH Rail King Imperial 4-6-2 K4 PRR Pacific Steam Engine w/Proto-Sound 3.0 with PRR work caboose and hopper car. (runs on O-31 track)
Product Item Number: 30-1743-1***



***Contact our Membership Chairman for tickets. Send a check to Bill Moss, 6929 Standish Drive, Hyattsville, MD 20784
Your tickets will be sent to you by return mail.
(1 for \$5 or 6 for \$25) Only 500 tickets are being sold.
Drawing to be held in January, 2022.***

West to find possible routes for the Transcontinental railroad. He later served as chief engineer and vice president of the Illinois Central Railroad, and then president of the Ohio and Mississippi Railroad

As with any hobby, model railroading can be expanded to encompass other aspects of life. The Mark Twain Zephyr offers the opportunity to explore the history of our nation, the works of one of our most talented writers, as well as the evolution of transportation, communication, manufacturing, and construction.

Comments regarding this article are welcomed.
(bgray5002@yahoo.com)



**Editor's Note:
Thanks for the Memories**

It is with sorrow that we have seen our last **View From The Observation Car**, and I will retire the little 530 observation that opened each edition from our long-time author, George Tsakiris. George was around writing articles before I became editor in 2013. I thank you, George, for the myriad of words you have put forth during these many years. You have been an invaluable member of our club, and have enlightened us with your railroad related travels and construction foibles and problems with your own trains. We hope you have many miles on tinplate rails in the future.



*View from the
Observation Car
By George Tsakiris*



WB&A CHAPTER 2021

MEMBERSHIP RENEWAL [] / NEW APPLICATION []

Please return the dues with **Self Addressed Stamped Envelope** and a check/money order payable to
WB&A Chapter **2021 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

Homemade Trains and Me, Part II

WHY WERE HOMEMADE TRAINS BUILT?

By Clem Clement

DOWNTIME/PANDEMIC: I'm guessing many hobbyists worked on their train layouts, collections, old cars, etc. during the year -plus down time. With the internet wide open to find parts, this would be a great way to make the days go by quicker Nothing to do and a fine workshop in the basement equals let's build something. This is a good way to find separation." I'll be in the garage making something for little Johnnie." I rebuilt 24 homemade pieces, completed 4 train sets and now. I still have 8 engines to go. Oh, me!! completed 4 sets. Rebuilt 21 freight cars, rewired 4 locomotives and readied some trains for the fall train meets.



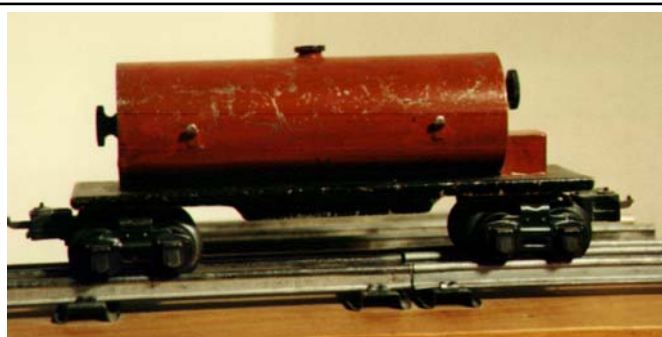
Snookins, a fav of mine, is a chopped Lionel #402 repainted in maroon. Her side panels are gone and the ends pieces soldered to the main body. Normally a twin engine, she carries a Lionel #38 motor, American Flyer steps and rearranged gingerbread. She runs very well and with a great attitude.

"DEPRESSION" Even the word "depression" sounds like a downer. I grabbed some of that with no play dates, old cars or trains, and many tasks way longer that planned. We only went out for Doctor's appointments. I could stop by a parts place once in a while and a car place to ask questions. Jacking, working, fixing was on my back to accomplish. A 3-hour job could last 3 weeks easily. Hold this, tighten that, fetch this or that tool was left to me or my darling beloved, Sandy. All our kids are outa Dodge. Don't let all this get you down. Work carefully. Busting a bolt in place can stir unwelcomed frustrations and anger. Walk away and vacuum the rug.



American Flyer Lines Powered Tender 4-2-A-4. Scurries right along. Note air nozzle, and top side bumps. No loco needed.

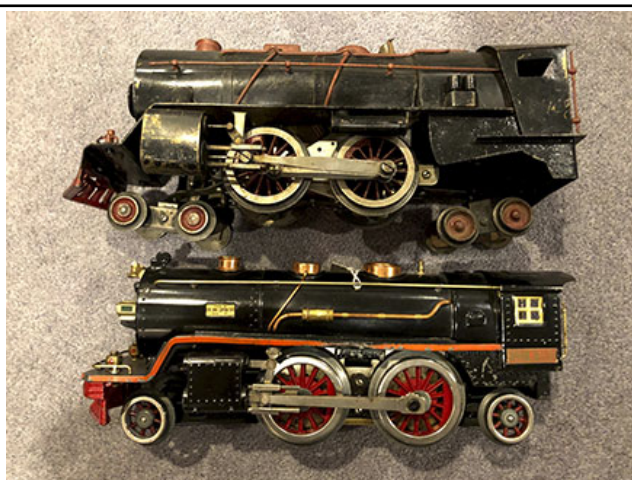
WWII World war took away any new trains and toys. Lionel built ship compasses and other instruments. American Flyer built small motors etc. So, to have more trains, someone had to build them from scrap or tin cans, etc. Money was also very tight. Some toy companies converted to wood production. During the Koran war, chromium was controlled which changed production techniques. Yellow wire "rubber" insulation was made with chromium. Scrap drives took a great deal of available metal products.



This car was part of a train made up with a 1940-1941 #205 engine that was part of an uncataloged set.

NO MONEY What do I say???

TRAINS NOT LOCALLY AVAILABLE A piece of tin rain gutter and a vice and rubber hammer and you and Poppy can turn out something. A wooden end of a fruit box and a coping saw and you have a car base. Drive some crocking nails along the edges, run thick twine in-and-out between the row of nails, slop on the old paint and you have the beginnings of a gondola. Thread spools cut in half and a pair of curtain roller hangers and the car is ready for the rails. You can always use a gondola because there is always something around that needs a train ride to somewhere.



Top engine is a Lionel #390 wannabe. Motor is a Lionel #38 with modified super motor roller pickup. Hand rails and most topside trim is nonmagnetic; all painted grunge orange/brown. Lionel #384-style tender trim is the same grunge color and is not photo-worthy. Headlight was soldered in place. Loco judged a 3.05 on backflip. Size 6.78% bigger than the shown Lionel #390. Manual disk reverse in cab. Two boiler bands.

AVAILABLE SKILLED WORKER As I get older, I am even less capable to build/ fix something. But I have more time to try. Nothing like a project for a relative or neighborhood child to fill up person's mind and shine up the love for a grandchild.



Erector set loco and tender. Rattle-can boiler. Power pickup in trailing truck. Erector motor inside cab loco. Chain drive. Hesitatingly runs/growls. Older build.

FATHER-SON PROJECT In this local area, I know a grandfather who built a live steam engine with his great grandson. The same grandson built a train engine with his grandson. No greater love...

Away from a big city is a possible reason for building a train. In my growing-up town, the owner of a hardware store sold trains at Christmas time. The store was a block from my home so I visited it frequently. Sadly, the owner raised prices too high for my soda-bottle find-and-turn-in campaign. The shop a town over sold electronics and trains. Some used stuff. I got a stationary crane there. We really had to go into Phila to find Mr. Becker's electronics store and Nicklaus Smith's store for trains. Mr. Becker was so nice to kids and helpful, whereas, Nickolas Smith glared down at a little kid and scared looker (me) out of the store. (I would study the merchandise he had out on display while I stood in line. Just before it was my turn, I would scoot out of the store. Mother would wait outside. We never bought from him. On the other hand, Mr. Becker sold me a model freight car to build and I did such a bad job of it, I sold it back to Mr. Becker for a dollar off a Lionel car I wanted. Kindness is never forgotten. I got to go to NYC a few times to see the Rockettes, but not Madison Hardware, (which I had not heard of until much later in life.) I could not afford the model train magazines available in order to read they're for-sale adds.

I have 3 antique cars what wanted some attention as well. My 1930 Model A Cabriolet received new oil and some tinkering. She, her name is Smokey, still needs leaf springs lubed and door finger grips attached. During the lock down, my '30 Cabriolet brought joy and happy waves as she rattled around the neighborhood. It did much to cheer folks up. The job I assigned myself for the duration of the pandemic and before/after is to follow the guidance in the constitution "pursue the pursuit of happiness." I looked around for volunteering and was told at 83 years old, to stay home and safe; which is what I did.

My 1939 Ford pickup was assembled from 3 others and caused the demise of 893245239865 steel coat hangers in welding tasks. This winter, He (his name is Uncle Raeman) got the foot rest adjusted after 50 hours of re-

search, the springs lubed with the right stuff, choke and throttle rods messed with, horns rebuilt 7 times, and other the tasks. The foot rest took lots of research and emails as there are no specifications for the adjustment (The answer is the gas pedal should be comfortable to reach and about 3/8: above the neighboring rest.)

My 1940 Mercury four door convertible sedan is a national 1000-point winner. I tightened the 8 frame-to-spring bolts (again no specs.) Replaced the dash light dimmer switch. I'm not finished with the other tasks on that car. This it the car I first bought on the street for \$25 in 1956. I sold it in 1956 as my daddy passed. The same exact car came home to me in 2017, fully restored! A thrilling miracle for sure.

Where did the time go?

CONCEIVED PIECE NOT COMMERCIAL MADE. Art Wyeman was really good at bashing tin pieces into a freight car. He liked American Flyer prewar O gauge trucks and wheels. A stiff frame was good and he could solder up some fine cars. Many seemed like special designed for special transport duties. He made lots of green steamers to pull them. I was thinking about selling his pieces that I have, but with an engine, I would have a very interesting consist.



Lionel Prewar Sample 100th Anniversary car that might have been

SCHOOL PROJECT. Sadly, I hear metal shop is no more!? For me they would always want me to make a tin ash tray. Since the family did not smoke, I got to make a candy dish. Boring! I wanted to build a train car. I own several bridges that appear to be school-shop built.



Repro of the first 2 standard gauge freight cars I built at age 8. 100 series trucks. Note the tank car is a 4 inch oak branch. In trying to nail it to the base I learned how hard oak is and big nails still bend. The gondola sides are asparagus tape and nails.

STANDARD GAUGE TRAIN BUILDERS. To my knowledge only Jim Waterman is building Standard Gauge trains at this time. Most are custom trains that have not been built before; or if so, not available. As 3D technology improves, I hope more friends of Standard Gauge jump in.

WHY NOT? Why not is best answer yet. Grab ideas floating through the air and go build it. I'll join ya!
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Upcoming Events

Dec. 5, 2021 Annandale Train Show
 Oct. 21-23, 2021 Eastern Div. York Meet, York Fairgrounds
 Apr. 29-30, 2022 Eastern Div. York Meet, York Fairgrounds
 Oct. 21-22, 2022 Eastern Div. York Meet, York Fairgrounds



The WB&A Annandale Train Show is tentatively set for Dec. 5th. Anyone interested should contact Thomas Salen at 703.242.7839. More information will follow.



Look who just joined WB&A!!!

There were no new members this quarter.



Allen E. Crotts
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WB&A BoD Meeting

When: January 8, 2022
 Where: To be determined

Time: 10:00 a.m.-1:00 p.m.
 Come and join the WB&A Board of Directors

Agenda: Officer reports, Eastern
 Division report, Upcoming
 Events, Open Discussion.

Members are welcome as guests



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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.)



MARK YOUR CALENDARS

Annapolis Train Show

February 27, 2022

Annapolis Elks Lodge
2 Pythian Drive
Edgewater, MD

10:00 AM To 3:00 PM

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



Plenty of fun for the whole family including:

- Trains for sale including Lionel, MTH, K-Line, American Flyer, K-Line, MARX, Bachmann, etc.
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For information, Contact Skip Lee (ocbp55@comcast.net) or 443-618-6866
Tables available beginning January 1, 2022. Don't miss out on the only Annapolis Area Show.



GEORGE LEAH'S WESTERN PENNSYLVANIA LAYOUT

WB&A member George Leah provided a wonderful tour of his Western Pennsylvania layout at the conclusion of our General Business Meeting on Saturday, November 14. His years of exacting modeling skills were amply displayed.