

Vol. 22 No. 3

Jul.-Sep. 2021

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www.facebook.com/wba.chaptertca

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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

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Membership: Bill Moss

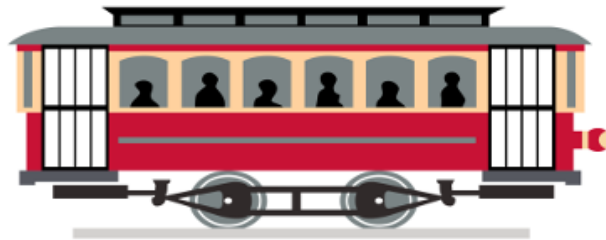
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"The Trolley" The Official WB&A Newsletter



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

President's Message

Great news! At the last Board of Directors meeting on May 8th in a zoom meeting, the board all agreed that going forward from our June Mini meeting on Zoom, that all club events should be held in person. I am sure we are all looking forward to seeing one another again!

Looking at our calendar, our Annapolis show is on and scheduled for February 2022. Hopefully, we can revive our plans for a December 2021 show here in Annandale, Virginia. The fall Mini Meeting will be held in the first week of November (by the way, it will be elections of most of the BoDs) we will need to find a location to hold our meeting. For late summer, to get back in the swing of being together we are exploring, one, possibly two, parking lot train sales.

Since I am writing this before the June Mini meeting I hope you will have had a chance to join us then so that we could have had your input in planning this summer's events.

Elections, were the other subject we had a lot of discussion on since seven of the ten board members are up for reelection again. In a quick review of our bylaws, an election committee of two board members and two non-board members are to solicit club members to run for open seats. To have a full Ballot. We need members to run for the board of directors to insure the future of the club. It is as simple as this, president and vice president have restricted terms. No more than two terms in a row. To hold those positions you need to at least served on the board for one term as an open board member or a secretary or treasurer. Many of the current board members have close to 10 years of serving on the board. New board members are vital for the success of the club to endure. Please consider running for the board of directors.

I look forward to seeing you at one of our many upcoming events!

Tom Salen
President WB&A





Treasurer's Report as of June 1, 2021

By Michael Ackerman

The Chapter's financial activities for Jan. 1, 2021 through June 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 - Jun. 1, 2021 \$32,195

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

	Expenses	Revenue
Annapolis Show 2021	0	0
Membership Dues 2020 (20)		510
Membership Dues 2020 prepaid(171)		*2565
Membership Dues 2021 (79)	81	1185
Membership Dues 2021 prepaid (38)		*570
Membership Dues 2022 (4)		60
Membership Donations		
Trolley 2021	335	
Kids Korner		
Web Site	40	
Train Set Drawing		135
Train Set Drawing Prepaid 2020	*487	*320
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 Check Book Balance of January 1, 2021.

WB&A Board of Directors Meeting

November 14, 2020

On-Line Teleconference

Meeting Start Time: 10:00 am

Meeting End Time: 12:00 noon

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

OLD BUSINESS

President's Report – Tom Salen

Tom opened the meeting by welcoming members to the WB&A General Business Meeting. He explained that the Board of Directors of the WB&A had voted in September in the interest of safety and the wellbeing of the public to halt in-person and public meets until the first of the year (2021). Recently implemented restrictions on public gatherings, threaten to disrupt holding events in the first half of 2021. Tom announced the date for the next WB&A Board Meeting will take place on January 9, 2021 and that members are invited to take part in that meeting. Members can



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.

contact any Board member to get the ZOOM link for the meeting.

Secretary's Report – Bob Gray

Minutes from the June 2020 Business Meeting were reviewed. A motion was made to accept the minutes as written, seconded and unanimously approved.

Treasurer's Report – Michael Ackerman

Michael Ackerman presented the Treasurer's Report and explained that the organization is holding its own financially despite the pandemic. We netted \$700.00 from the Annapolis show. Dues are coming in slowly. The website, trolley, and election costs are the only things we are paying for currently.

Membership Report – Bill Moss

Bill Moss reported that membership has increased since October from 223 to 225. 55 members have not paid for 2020. These people will be contacted via email, the website, the Trolley, and phone calls. 24 members have paid their dues for 2021. Further discussion of covering dues for members in financial difficulty. The WB&A Board discussed the establishment of a "Benevolence Fund" to assist members with WB&A dues but decided to cover the membership dues of people in financial distress on a case-by case basis. Tom asked that anyone knowing of a member needing financial for dues payment contact a Board member. Dave Eadie mentioned that over the past several years WB&A has made contributions to organizations involved in the preservation and promotion of railroading. Bill introduced our newest member, the grandson of Sonny

Yeatman

Eastern Report – Dave Eadie

Dave Eadie reported that TCA-Eastern Division a decision about the April 2021 show will be made at by the TCA Board in January. WB&A was not charged anything for the cancelled York shows. The York Fair Grounds organization agreed not to charge TCA for the cancelled 2020 shows. Ballots for TCA elections were mailed to members and are due back by December 1, 2020. Dave noted that there are about 5300 Eastern Division members.

New Business WB&A Elections

Nada Boswell reported that about 110 ballots were received.

WB&A Executive Committee (Term Ends)

President: Tom Salen (2021)

Vice President: John Buxton (2021)

Treasurer: Michael Ackerman (2021)

Secretary: Bob Gray (2021)

WB&A Board of Directors (Term Ends)

Michael Ackerman (2021)

Nada Boswell (2021)

John Buxton (2021)

Bob Gray (2021)

Bob Heine (2021)

Skip Lee (2022)

Tom Salen (2021)

Arnie Meyrow (2021)

Bill Moss (2022)

TCA Eastern Division Representative – Dave Eadie Karl Taschenberger was re-elected to the Board of Directors but had resigned from the Board after the ballots were mailed to members.

There was a write-in candidate (Charles Doring) for Board of Directors. The Board will address the appointment of a replacement to fill the vacant position at the January 2021 meeting.

Future WB&A Events

Tom Salen noted that the Annapolis Show is still on the schedule but is not likely to take place. A decision to be made in January by the WB&A Board.

Tom expressed his hope that of a WB&A outdoor event could be held in the Spring of 2021. An extended discussion of this topic included pros and cons of this type of event. Bill Moss suggested that we reschedule the Annapolis show from February to later in the year. Bob Gray suggested that to fill the vacuum, WB&A support individual members or groups of members who wish to hold a Train Yard Sale by posting information in the Trolley and the website. John Buxton suggested that people wishing to sell things consider using the Internet for an On-line Train Show. The WB&A Board will continue discussions of 2021 events at its January 2021 meeting. Tom asked again for members to hold an on-line "How To" session." He also asked for members to share their Holiday Train layouts via Zoom.

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

Minutes submitted by: Bob Gray, WB&A Secretary

Minutes approved on June 6, 2021

October 2021 York Meet

The October 2021 York Meet is on !!! After missing the last three York Meets, we are now preparing to host a Grand Re-opening of Eastern Division's York Meet. It's been a long two years since the last meet and we are looking forward to getting together again. This October's York meet will look a little different from those in the past as we will still be adhering to Covid-19 protocols required by the state of Pennsylvania and the York's Fairgrounds. What this means is that tables will be more spaced out to allow social distancing. To achieve this some rows of tables in each hall will be eliminated. Those having tables will be sitting behind their tables and not in the aisles. **You will be notified if your tables have been reassigned because of social distancing requirements.** Also, if the current trends continue, **Masks Wearing** inside each hall will not be required.



For the October 2021 Meet only, the Eastern Division Board has decided to return to the pre-pandemic format of hosting a three day show beginning at noon on Thursday running through Saturday. Setup in the member halls will be on Thursday morning and setup in the dealer halls will begin on Wednesday. Additionally, we plan on having some special events prior to opening on Thursday. The TCA Museum in Strasburg, PA has requested a substantial number of tables to sell some of their excess trains. We are told that the museum has three truckloads of trains to sell in all gauges. To accommodate them, we will be opening the Yellow Hall (located under the grandstands) with sales beginning on Tuesday going through Saturday. Don't miss this opportunity to pick up a unique item and help support your TCA Museum.

Several other activities are being planned before the York Meet officially opens on Thursday. On Monday evening, there will be a movie shown in the Blue Hall. It will be free with a limited number of tickets available to allow for social distancing. And on Tuesday evening, Eastern Division will sponsor a Welcome Back Party in the Blue Hall. Beer, Wine and finger food will be provided. One lucky person will have an opportunity of taking home the door prize; a Lionel Big Boy Steam Locomotive. This event will cost \$ 5.00 per person. You can sign up for either event on the registration form you will receive.

As a reminder, if you registered for the April, 2020 York Meet and have received a badge, those badges will be honored at the October Show. **Important: the Registration form you will receive, will indicate whether you had previously registered for the April 2020 Meet.** All badges, whether received for the April 2020 or when you sign up for the October 2021 Meet, will be a Yellow badge. If you have not registered yet, Registration Forms will be mailed out by early July and Online Registration will be available starting mid July. The **October York Meet Call Center** will open starting mid July but please consider sending an Email first as you may have difficulty getting through at least for the first couple of weeks. For the latest information on the October York Meet, visit the Eastern Division website at www.easterntca.com.

THE TRAIN DRAWING

Good news! We expect to have some WB&A shows and meets this year. This means Drawing tickets will be available at the WB&A Table once again. You will also be able to request drawing tickets by submitting the form in our Trolleys. Ticket requests are not restricted to WB&A members, so think about any friends who would be interested.

Please remember to complete the form clearly including your name, WB&A membership number, phone number and mailing address. You may include any ticket request with your dues payment to receive your tickets with your annual membership sticker. Thank you for your support. We hope to see you in person during 2021.

Bill Moss

Membership Chairman

Membership Moments by Bill Moss

In April we welcomed a new member, John Kowalski of Sterling, Virginia. As a result, we now have a total membership of 210. This year there will be WB&A shows scheduled once again. 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. This means we will be able to meet in person again! Also, we will be meeting 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 will be able to pay our membership dues in person or by mail. Each year's dues should be paid during that current year. You may use the Membership Renewal Form found in this issue of the Trolley to pay any dues. Let's get outside and go to a train show!

TCA Standards Committee ZOOM Meeting Minutes

A meeting of the Train Collectors Association Standards Committee was held by a Zoom Teleconference on Wednesday April 13, 2021. The committee meeting began at 7:15 pm EDT.

Attending were:

Former National President Joe Fanara-Committee Chairman & NETCA Representative, Former National President Rupert Campbell-Committee Secretary & Cottonbelt Representative, Stuart Rankin - TCA National President Elect & METCA Representative, Jay Zschau - TCA National President Elect and Southern Representative, Former National President Katie Elgar - TCA National Secretary & Desert Division Representative, Bob Mintz TCA National Treasure & Southern Representative, Stephen McCabe NETCA Representative, Former National President Clem Clement & Eastern Representative, Barry Grove Eastern Representative, Randy Unger Pacific NW Representative, Former National President Bob Caplan Western Representative.

The Meeting Started at 7:15 Eastern Daylight Time. It was noted that this Committee hasn't published any new information since (pre-Covid19) Oct 2019's last meeting of the Standards Committee at York.

- Topics up for discussion were: 6464 designations & a Show & Tell.
- Bob Mintz reported that there are 21 Variations for 6464 boxcars beside the 31 Individual 6464 Road Names/Convention Cars.
- He will send his list to Joe for committee distribution.
- Need content for TCA pubs - face book -other social media.
- TCA Standards content needs to be more visible to our membership at meets.
- Is it time for a new booklet on 6464 body types?
- TCA Standards Committee to take the lead on designations (variations?) of 6464 Boxcars.
- Bob Caplin and Bob Mintz to start subcommittee to outline 6464 information in a format that should be understood by most in the hobby. Comprehensive but simple enough!
- Based similar to LIONEL TRAINS BOX CARS IDENTIFICATION GUIDE (tandem-associates.com)

Past President Clem entertained those attending by sharing some show and tell items. A homie-did Standard Gauge engine and tender he recently acquired and had restored.

Next Standards Committee Zoom meeting will be in 3 months...July 2021.

The Meeting Signed off at 8:30 eastern daylight time. Rupert Campbell, Standards Committee Secretary with assistance from Katie Elgar.



View from the Observation Car

George Tsakiris

Getting Back to Normal

As the number of COVID cases finally drops dramatically, most of the folks are vaccinated, and restrictions are being lifted we are seeing a resumption of activities resembling normal. In the train world starting to see the resumption of railfanning events, meets, train shows and get togethers at people's homes; unthinkable four months ago. Fall York seems like a sure bet.

As an example, the National Capital Tracker participated in the Manassas Railfest this past June 5th. This is the first show the club has participated in since the WB&A Annapolis Show back in February 2020. That's 16 months!

I recently went on two railfanning trips, one to the Walkersville Southern RR to ride the visiting Tank engine (#85 JEDCO). Sat in the second open car and was able to relax and enjoy the countryside. It felt so good to do something normal.



Tank engine with built in coal bunker



85 pulling a modest excursion

My second trip was to Strasburg to ride the 611 and to join the hostling tour that began at 8:00am. The hostling tour allowed us to spend time close up with the engine and crew. The chief engineer gave an overview of operations. Was able to spend some time in the cab where the engineer was working to bring steam pressure up to operating levels. He also opened the firebox doors and demonstrated how the powered auger shoots coal into the firebox.

Crew was also meticulously lubricating the running gear, checking water levels both in the engine and the tender tank, as well as numerous tasks and checks big and small.



Near ready as the sun rises

It was great weather to ride in an open car and enjoy the beautiful countryside. Later found a spot along the route and took photos. Fun to do something normal again.





611 in profile

One of the crew compared running the 611 at Strasburg at low speed for only a few miles, pulling a handful of cars to crop dusting with a 747. Remember being on the 611 highballing from Manassas to Front Royal, VA a few years ago. What a thrill! Wish we could do that again.

When the 611 was retired from regular revenue service, it had over a million miles. As the head engineer said, the 611J was built to run forever!

Streamlined Trains and Lionel Trains

Bruce Greenberg



Union Pacific M-10000 at the 1934 Century of Progress International Exposition in Chicago with William E. Marcom.¹

Introduction:

The world-wide decline in economic activity, which started in the early 1930s, affected employment, retail sales and travel. Railroad travel was adversely affected both by the decline in income and by the preference of many people for the automobile. Railroad leaders recognized that they could attract people to ride trains by making railroad travel more exciting and pleasurable. A number of railroads devised new types of passenger services using new locomotive and passenger car designs. One new feature was streamlined styling in part based on airplane design. Light weight trains operated at higher speeds. Air conditioning offered in Pullman and coach services would not be available in automobiles for two decades. In addition, new kinds of motive power were frequently utilized to replace steam engines. Internal combustion engines, primarily diesel engines, powered electric generators which in turn drove electric motors mounted on the axles of the locomotives. (Axle mounted electric motors had been previously developed for streetcars.) Passengers benefited from smooth starting instead of the annoying, jerky acceleration common with steam locomotives.

¹A Photographic Ride: William Marcom was photographed in black and white by a fellow Greyhound bus driver. William Marcom's son, Geron Marcom gave the photograph to Richard Leonard who modified the photograph and posted it on his website, railarchive.net. Patty Allison found the photograph on railarchive.net and colorized it. She sent it to Adam Burns who posted it on his website American-Rails.com. I appreciate the generosity of Geron Marcom, Richard Leonard, Patty Allison and Adam Burns for granting permission to use this unusual photograph. Steven Serenska provided the initial detective information for this quest.

Two kinds of internal combustion engines were used: distillate engines (kerosene and gasoline), and diesel engines. Distillate engines burn a petroleum based fuel ignited by a spark plug. Diesel engines compress air to around 1/20 of its original volume which raises temperature high enough to ignite fuel; then fuel is injected at the top of the ignition stroke.

Railroad management appreciated the cost savings of substituting petroleum-based fuels for coal, and the diesel-electrics required less maintenance. Another cost saving was reduced equipment weight from using aluminum alloys and/or stainless steel to replace conventional steel and iron. Articulated trains, in which adjacent cars shared one vestibule, reduced train weight and drag as well as passenger anxiety in walking through the train (to the dining car, for example). The shared vestibules replaced conventional coupling between the cars.

Some railroads, including the Pennsylvania and the New York Central, featured streamlined steam locomotives pulling streamlined passenger cars. These are discussed in a later chapter.

In the United States, the Union Pacific (UP) was the first railroad to take delivery of a new type of railroad passenger equipment: its M-10000 locomotive pulled a consist eventually known as the City of Salina. The UP M-10000 was based on the work of William Bushnell Stout, an innovator in all-metal airplane construction. Bushnell designed a lightweight self-propelled rail car with an aluminum tubular structure and a Duralumin skin. This self-propelled railcar design was noted by U/P management, who were looking for passenger equipment with low operating costs to service routes which did not justify heavyweight steam-powered trains. UP ordered the M-10000 from Pullman in May 1933 and shortly introduced their revolutionary new train in Chicago at the 1934 Century of Progress celebration, an important, well-attended venue.

In 1935 two other railroads exhibited their first new, lightweight, streamlined-trains. The Burlington showed its Zephyr and the Boston & Maine showed the Flying Yankee. The Budd Company of Philadelphia built both diesel powered trains. These new streamlined trains generated enormous publicity and interest, when hundreds of thousands bought tickets to experience this form of passenger travel. The M-10000 traveled on a publicity tour in 1934-35 and reportedly a million people toured this exciting new travel opportunity.

The major US toy train manufacturers, Lionel, American Flyer and Marx, also suffered substantial sales declines. They recognized, as did the railroads, that innovative and distinctive looking toy trains would motivate consumer buying even in a period of economic distress. Lionel was the first to offer a new look, the M-10000, its 1934 UP model. Marx also produced models of the UP set. American Flyer took a different route with a Burlington Zephyr model.

Lionel rapidly developed a very extensive line of streamlined passenger outfits based on distillate-electric (M-10000 only), diesel-electric powered and steam powered railroad passenger trains. This was consistent with Lionel's development of new lines. For example, at the beginning of its O Gauge line in 1915, Lionel offered buyers four tiers of pricing. By 1936, Lionel had one distillate-electric, four diesel-electric powered streamliners and 11 streamlined steam passenger outfits. The 11 outfits are six NYC Commodore Vanderbilts, four Pennsylvania Torpedos and one Milwaukee Road Hiawatha. These will be covered in a later chapter. At the same time, Lionel was discontinuing its previous series of electric outline locomotives that started in 1924: No. 254E in 1934, No. 252E in 1935 and 253E in 1936.



1. No. 752E Union Pacific, City of Salina, Outfit No 751E at \$19.50, 1934 without whistle, Outfit No. 751W at \$22.50 with whistle, 1935. Lionel offered it in yellow and brown and all aluminum. The yellow and brown version is shown without its vestibule. The aluminum version is shown with its vestibule.



2. No. 616E Flying Yankee, Outfit 267W at \$15.75, 1935. Details of the 616E follow the 752E chapter.



3. No. 636W Union Pacific City of Denver, Outfit 299W at \$15.75, 1936. Details of the 636W follow the 616E chapter.



4. No. 1700E Lionel streamliner Outfit 1065E at \$7.95, 1935.



5. No. 1816 Lionel streamliner, windup Outfit No. 1535 at \$2.00, 1935.

***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***

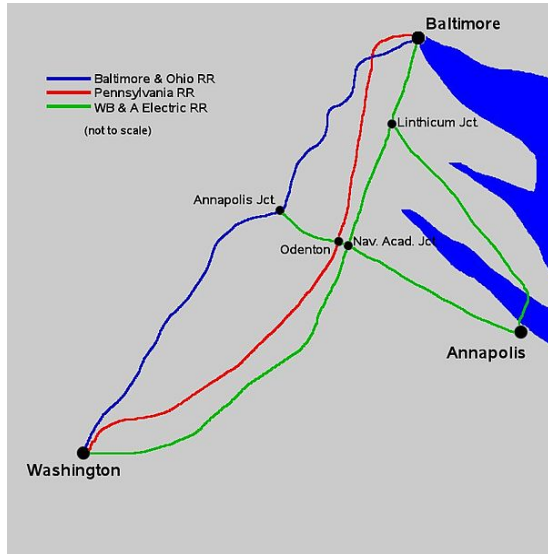


***Contact our Membership Chairman for tickets. Send a check to Bill Moss, 6929 Standish Drive, Hyattsville, MD 20784
Your tickets will be sent to you by return mail.
(1 for \$5 or 6 for \$25) Only 500 tickets are being sold.
Drawing to be held in January, 2022.***

Historian's Corner

WB&A has come a long, long way!

The WB&A railroad operated electric commuter trains between its three namesake cities (Washington, Baltimore, and Annapolis) from 1908 to 1935. Since its closure, portions of the original corridor have been converted to



(Note: Clicks do not work. Cut the HTTPS:// address and paste it into your browser.)

roads, light-rail lines and rail-trails. For example, Central Maryland's WB&A Trail occupies the former Washington, Baltimore & Annapolis Electric Railway corridor—hence its name—for its entire route.

The trail features interesting structures including bridge crossings, tunnels and at-grade intersections. Along the way, you will find rest areas with bike racks and benches.

CLICK HERE for additional WB&A Trail info (<https://www.trailink.com/trail/wba-trail/>)

The WB&A Trail is part of the developing East Coast Greenway, an effort to connect multi-use trails from Calais, Maine (on the border of Canada to Key West, Florida.

CLICK HERE for additional Greenway Info (<https://www.greenway.org/states/maryland>)

The Washington, Baltimore and Annapolis Electric Railway (WB&A) was an American railroad of central Maryland (<https://en.wikipedia.org/wiki/Maryland>) and Washington, D.C. (https://en.wikipedia.org/wiki/Washington,_D.C.), built in the 19th and 20th century. The WB&A absorbed two older railroads, the Annapolis and Elk Ridge Railroad (https://en.wikipedia.org/wiki/Annapolis_and_Elk_Ridge_Railroad) and the Baltimore & Annapolis Short Line (https://en.wikipedia.org/wiki/Baltimore_and_Annapolis_Railroad), and added its own electric streetcar line (<https://en.wikipedia.org/wiki/Tram>) between Baltimore (<https://en.wikipedia.org/wiki/>



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

Baltimore) and Washington. It was built by a group from Cleveland, Ohio (<https://en.wikipedia.org/wiki/Cleveland>) of electric railway entrepreneurs (<https://en.wikipedia.org/wiki/Entrepreneurship>) to serve as a high-speed, showpiece line using the most advanced technology of the time.

It served Washington, Baltimore, and Annapolis, Maryland (https://en.wikipedia.org/wiki/Annapolis,_Maryland), for 27 years before the "Great Depression" (https://en.wikipedia.org/wiki/Great_Depression) and the rise of the automobile (<https://en.wikipedia.org/wiki/Car>). These two events forced an end to its passenger service in 1935. Only the Baltimore & Annapolis (https://en.wikipedia.org/wiki/Baltimore_and_Annapolis_Railroad#Emergence_from_Bankruptcy) portion between the state's largest city and its state capital continued to operate electric rail cars for another two decades (replaced by a bus service during the late 1950s) into 1968.

Origins

The WB&A was originally incorporated in 1899 as The Potomac and Severn Electric Railway. On April 10, 1900, it changed its name to the Washington and Annapolis Electric Railway and finally, on April 8, 1902, to the Washington, Baltimore and Annapolis Electric Railway.

In 1903, the WB&A purchased the Annapolis, Washington & Baltimore Railroad (AW&B) — formerly the Annapolis & Elkridge Railroad which they closed, electrified and reopened. At the same time, it laid an almost straight double-track route parallel to the existing B&O and Pennsylvania railroads, but slightly to the east in less populated terrain.

A very interesting map of the stations can be seen online. [CLICK HERE for the WB&A Map \(https://www.annapolisrailroadhistory.com/washington-baltimore-annapolis-railroad\)](https://www.annapolisrailroadhistory.com/washington-baltimore-annapolis-railroad).

On February 7, 1908, service began from Liberty Street in Baltimore to its Washington terminal at 15th and H Streets NE [[https://en.wikipedia.org/wiki/H_Street_\(Washington,_D.C.\)](https://en.wikipedia.org/wiki/H_Street_(Washington,_D.C.))]. After 1910, the line reached into the heart of downtown Washington near the Treasury (https://en.wikipedia.org/wiki/United_States_Department_of_the_Treasury) on 15th Street. Another single track began at the B&O main line at Annapolis Junction (https://en.wikipedia.org/wiki/Annapolis_Junction,_Maryland) (bordering Howard and Anne Arundel Counties), crossed the WB&A main line just east of Odenton (https://en.wikipedia.org/wiki/Odenton,_Maryland), and headed east via Millersville and Crownsville (https://en.wikipedia.org/wiki/Crownsville,_Maryland) to Annapolis.

The line built by the WB&A, later called the Main Line, ran from Baltimore to Washington through Bowie, past Glenn Dale Hospital, through Glenarden to Fairmont Heights. There it met with the Chesapeake Beach Railway (<https://en.wikipedia.org/wiki/>

[Chesapeake Beach Railway](https://en.wikipedia.org/wiki/Chesapeake_Beach_Railway)) just outside Washington DC at Chesapeake Junction (https://en.wikipedia.org/wiki/Seat_Pleasant,_Maryland) (in the Deanwood neighborhood, NE). From there, it continued through Deanwood (<https://en.wikipedia.org/wiki/Deanwood>) on the Washington Railway and Electric Company's (https://en.wikipedia.org/wiki/Washington_Railway_and_Electric_Company) Seat Pleasant Line, running parallel to the Chesapeake Beach Railroad tracks and across the Benning Road Bridge into downtown Washington.

Once onto their own right-of-way, the WB&A's expresses regularly hit 60 mph, but street running in the terminal cities slowed their overall time. A typical B&O express could make the trip in 50 minutes, but the best the WB&A trollies could do was an hour and 20 minutes. Offsetting these handicaps were its cleanliness, lower fares, half-hourly express service, and better-located downtown terminals.

Business Along the Route



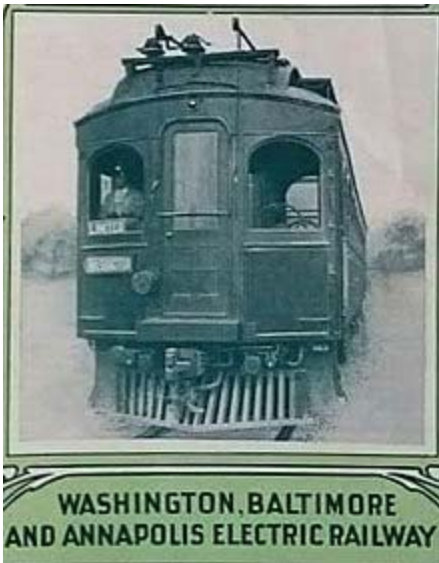
6-car excursion extra departing Annapolis for Washington in 1910

Always looking for new sources of business, the railroad, in 1914, convinced the Southern Maryland Agricultural Fair Association to establish Bowie Race Track (https://en.wikipedia.org/wiki/Bowie_Race_Track) along the Main Line.[1]

In September 1917, as the U.S. entered World War I (https://en.wikipedia.org/wiki/World_War_I), George Bishop, the WB&A's well-connected president, persuaded the U.S. Army (https://en.wikipedia.org/wiki/United_States_Army) to acquire land owned by the railroad and open a training facility. Camp Meade (https://en.wikipedia.org/wiki/Fort_George_G._Meade) (named for George Gordon Meade) was established in the area roughly bounded by the B&O Washington Branch on the west, the Pennsylvania Railroad on the east, and the South Shore Line of the WB&A to the south. The installation was supposed to be a temporary facility, used only for the duration of the war (but it is still in use today!). The WB&A saw record traffic during this time as a result of freight and passenger service to the camp. In 1918, the railroad was running as many as 84 special trains a day.

Equipment

Initial passenger equipment running from Baltimore-Washington to Annapolis was the "classic" 1900-1910 arch



**WB&A arch window coach
shown in 1908 timetable**

window all wood body truss rod frame interurban coach. In the 1920s when passenger business was good, the line purchased and operated steel two car articulated (attached body with a common center truck/boogie) coaches from Baltimore to Annapolis. This equipment later went to the Milwaukee Electric Line in Wisconsin.

The Namesake of our Chapter.

So, the namesake of the WB&A Chapter of Eastern Division of TCA was a powerful influence in the business and politics of mid-century Maryland. Stretching through the state and entering our nations capital it carried goods and people throughout the area. And the trolley (The Trolley) played a significant role in the development on this area. What could have been, had they merged with the Washington-Virginia (https://en.wikipedia.org/wiki/Northern_Virginia_trolleys) lines?

By Carol Redman McGinnis, TCA#HE95-41066

Tinplate, Lithography and Model Trains

by Bob Gray

In the early 1800's, toy makers started producing miniature trains for children to play with. Those earliest toy trains had no moving parts and were often cast from lead. Later, advancements in materials technology and manufacturing processing introduced toy trains made by forming sheet metal into the shape of train cars onto which colorful images were printed. The result was fairly accurate representations of not only railroad trains but also train related structures and train track.

The sheet metal used in the production of those early toy trains is known as "tinplate." Tinplate consists of sheet steel, coated with a thin layer of tin. The coating of tin is added to slow the corrosion of the steel. The word "tinplate" in the model train parlance means a miniature train not necessarily made to scale. The variations from

scale allowed for layouts that were more compatible with the size of rooms in homes.

By the end of the 19th Century, boxed sets containing a train and track, rolling stock, and buildings were made of lithographed tin.

Lithography which literally means "drawing on stone" is an ancient printing process that is based on chemical reactions between oil and water. Lithography utilizes a metal plate on which the image areas are worked using an oily or greasy substance so that ink will adhere to them while the non-image areas are made ink-repellent. This process can be used to print on paper, cardboard, metal and many other materials.

Lithography was invented in the Kingdom of Bavaria in 1796. In the early days of lithography, a smooth piece of limestone was used. After the oil-based image was applied to the surface of the stone, a solution of gum Arabic and water was applied, the gum sticking only to the non-oily surface. Gum Arabic is a natural gum made from the hardened sap of the Acacia Tree. During printing, water adhered to the gum Arabic surfaces and was repelled by the oily parts, while the oily ink used for printing did the opposite. Over time, lithography proved to be a way to produce colorful images on model train products.



As important as tinplate was and is to railroad modelers, it was the use of tinplate in the manufacture of cans that had the greatest impact on peoples' lives. Tin cans changed the way the world eats. For centuries people had been looking for ways to make food last longer, but by the 18th century, an efficient-and truly effective-means of preservation remained elusive.

In 1795, the French government decided to do something about it. That year, the country was fighting battles in Italy, the Netherlands, Germany and the Caribbean, highlighting the need for a stable source of food for far-flung soldiers and seamen. France's leaders decided to offer a 12,000-franc prize for a breakthrough in the preservation of food. An enterprising young Frenchman came up with a radical innovation: food packed in champagne bottles, sealed airtight lasted a long time. He began to experiment with meat packed in tin cans, which he soldered shut and then observed for months for signs of swelling. Those that didn't swell were deemed safe for sale and long-term storage. The rest of that story is known well by you.

Now, here is a twist on the tin can story. During World War I in America, there developed a shortage of metal that resulted in people collecting tin cans to be reused. Some school students took their tin cans to their school shop classes where they made them into model trains.

In the decades between World War I and World War II, adults began to share in the enjoyment of toy trains. Companies manufacturing model trains competed to introduce the latest innovations in miniature trains; including safer electrical systems and smaller gauges like the HO scale. The growing hobby all but came to a halt during World War II, when raw materials like tin and toy factories were devoted to the war effort. Many of the prewar toy trains by Lionel and other top companies were melted down in scrap-metal drives, assuring their scarcity today. After the war, some firms returned to making tinplate toy trains, but only briefly. Most postwar manufacturers, responding to the public's desire for more realistic model trains, made their locomotives out of diecast metal and, later, plastic.

My First Lionel Accessory: The Beacon Light Tower

by Bob Gray

For me as a kid, there was an advantage to having a birthday in January. If there was something that Santa forgot or something I just thought of, I could provide not-to-subtle hints about what would be a perfect birthday gift.

After receiving the Lionel No. 1461s Set for Christmas in 1951, it seemed that an accessory for the train set would make an ideal birthday present. The Lionel Beacon Light Tower was my choice.



That's me. That's the Beacon

The Rotary Beacon No. 394 used the heat from the light bulb to rotate the beacon. It used a special dimpled bulb to center the pin of the beacon head assembly. Working ideally, the heat from the light bulb caused the beacon head assembly to rotate.

Then came the fun part. Waiting for the evening darkness, I'd turn out the room lights and call the family to watch the train run with only the light from the beacon illuminating the action.

Sure, the beacon didn't always work ideally. Usually, it only needed a little nudge to get it going. Slight breezes and unlevel surfaces affected its performance. Over the years I read about ideas people came up with to keep the

beacon rotating. Some hooked up an aquarium air pump to provide some "umph" and much later I read about using a computer cooling fan to insure movement.



Available from 1949 until 1953, there were six variations of the Lionel Rotary Beacon:

Variation 1: Had a RED painted stamped steel tower with a SERIF lettering on the identification plate at the base. 1949 production.

Variation 2: Identical to Variation 1 except it had SANS-SERIF lettering on the identification plate.

Variation 3: Had a DARK GREEN painted stamped steel tower similar in color to what was used for the No. 455 Oil Derrick. 1949-50 production.

Variation 4: Was an unpainted Aluminum tower, base, and platform that was often identified as the SILVER painted steel tower and was used only on the No. 395 Floodlight Tower. 1950-53 production.

Variation 5: Identical to Variation 2 except that it had an aluminized sticker instead of an aluminum identification plate. Early 1949 production.

Variation 6: Identical to Variation 4 but had an unpainted aluminum tower and platform, and a RED painted base.





Upcoming Events

- July 24-25, 2021 Greenberg's Train & Toy Show, Monroeville, PA
 Aug. 7-8, 2021 Greenberg's Train & Toy Show, Fredericksburg, VA
Aug. 18-22, 2021 TCA 67th National Convention Now August
Aug. 21, 2021 **WB&A's Flea Market**
 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



John Kowalski

Look who just joined WB&A!!!

Sterling, 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 Fall Meet.



Allen E. Crotts
TCA 95 - 41208



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

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DEADLINE FOR SUBMITTING ARTICLES

FOR Oct.-Dec. 2021 TROLLEY

Sept. 10, 2021



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7216 New Market Court
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toytrainsandcollectibles.com
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BUY - SELL - PARTS - SERVICE

WB&A BoD Meeting

When: Beginning of November
Where: To Be Announced

Time: 9:00 a.m.-1:00 p.m.
Come and join the WB&A Board of Directors
Agenda: Officer reports, Eastern
Division report, Upcoming
Events, Open Discussion.

Members are welcome as guests

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.)



HOMEMADE TRAINS AND ME.

In my later years I have become fascinated with homemade trains, particularly standard gauge. They speak to me. I listen to their stories and feel their love. Crazy you say? Sure. Perhaps you see slopped paint, wrinkled tin, flaking cardboard and a mess. I see love; the love of someone who built the piece and the love of those who received it; the care of those who played with it; the ingenuity, creativity, and skill of the builder; the memories of those who held on to it through the years; and perhaps the sadness of letting go of those who have passed on.

I can think of many reasons for building a train piece. A set has a broken car with no way of replacing it. The cast body of a Lionel or IVES tender explodes due to age and an improper mix of metals. You need a replacement but you can't part with what is left of original piece. Money is short, a suitable replacement can't be found or you just want to build something unique to your life. Building just for fun is a powerful reason. Whatever your reason, the handyman and dreamer in you gets busy.

A great quandary of mine, as I look at these wondrous pieces, is what came first: the junk parts that a visionary saw as a new gondola, engine or water tower or conversely, the train owner/builder in need of a certain car, who then chased after the parts? We may never know the true story but only have the joy of imagining the story to go with the train piece. A fellow I know grandfather said one day "Grandson, do you want to go out to the barn and build a steam engine out of some junk I have?" He still has it and it runs fine

Part of my fun is figuring out where the parts came from that were used to construct these pieces. A tennis ball tube clearly can become a tank car. A soup or pineapple can is destined to morph into a water tower. But who woulda thunk that macaroni makes cool looking loco trim and fittings, pin heads make rivet heads, dowels make ax-



STOMPER Around the Universe

STOMPER in the back. In front and to the left is Verdant Detector (VD); To the right is Sam, Son of STOMPER (SSOS); Front is Crane crane (Cx2). It has infinitely extendable crane length by freezing hook-chain straight forward with Krylon IV.25. Physics of retrieving stiff chain is company secret. (Only worked on Tzossdays before 1:30 pm.). Cx2 last mission retrieved on known 1961 Edsel left hubcap.)

les, and toy car tires make brake wheels? It gets tougher when they used Kiwi shoe-shine can-tops for water tower tops or pearl stick pins for headlight bulbs.

Wheels were a challenge for many creations, so in many cases old trucks from a busted train were selected to build/rebuild a found piece from the trash can. What did I use as a boy? For a base I used the end of an orange crate. Remember those good pine ends? Remove the cheap nails and there you go. The Piggly Wiggly Super Market was my supplier. I would raid the trash pile behind the store and race home. Wash the squished grapes or orange mush off the boards, dry them and remove the nails. Ah hah! Slats for sides and thick ends for bases magically appeared. Straighten the soft nails and we are ready. Twine used woven between the nails makes a gondola; cut thread spools on dowels and you have flanged wheels or the common wooden cheese box when painted and wheeled, was a strong standard gauge gondola.

For me, even paint had to be found. I lived in Brigantine, NJ, during the war I would run the beach looking for cans and bottles of 1/2 empty paint that washed up on the shore. A quart jar washed in one day and I was thrilled. I had my trash-can find of a Lionel # 29-day coach that needed repaint and that was the ticket. (The paint had been so shaken up by the ocean that although I saved the jar for 20 years, the paint never separated or hardened in the jar.)



When a homemade piece finds its way to me, I clean it and fix anything that was damaged from the way it was built. Loose and hanging trim gets fixed. (Ted Maurer believed do not fix/replace anything as it altered the originalness of the piece. One of the last pieces of guidance given to me by the late great Lou Redman was to try to keep members from upgrading trains by replacing/adding better parts as needed. That is "altering the piece and in his mind and the piece should be so marked. He was right!) Dents and wrinkles removed if the paint can stand the work. I try to remove rust, unless it adds to the provenance. I don't repaint. The more patina the better! I use a lapidary tumbler on parts like the wheels which, if original, were usually plated. and many circumstances the wheels and trucks were from a toy train manufacturer and were



removed by someone before I got it, for use on an original piece.

The pieces I made and those of others that I have added to my collection range from EGR (early rain gutter) sheet metal to truly high-quality workmanship. However, produced, it was a thing of beauty to its owner. Can you imagine the excitement of setting something you or perhaps your dad/granddad built on the track and running it the first time? What stories! Sadly, most were lost with time. Why wasn't it kept in loving memory of times past and gifts given? I'm the original optimist. I do not see these trains as things people are getting rid of, but rather gifts of love and joy they are passing on one to another.

Whatever gauge, manufacturer, of type of train you collect remember it started in someone's imagination and lived in their hearts. I hope our little ones are already hard at work building the trains of the future as they play and grow. Take time to share in their joy, encourage their dreams and help them to continue to make history so our future as hobbyists never fades.

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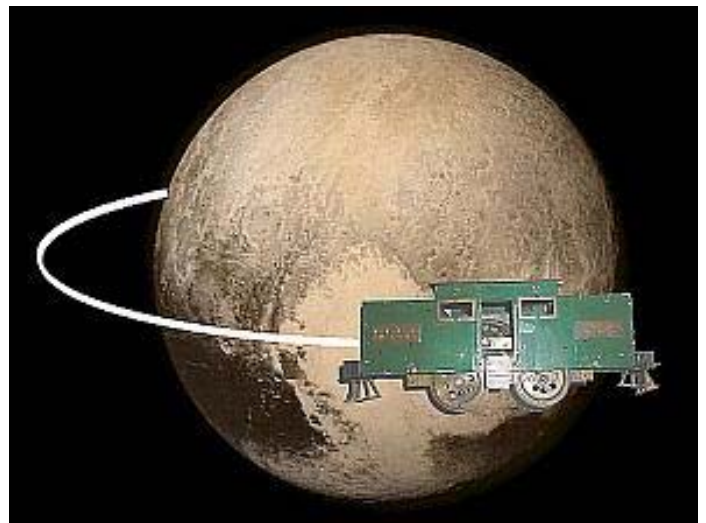
Huge hook-powered 12x 200 series wheels. Modified #810 O gauge crane in front.



Body is tarnished tinplate. Motor is clock frame with 30 pitch gears. Builder used no frame, thus erector beams being installed.



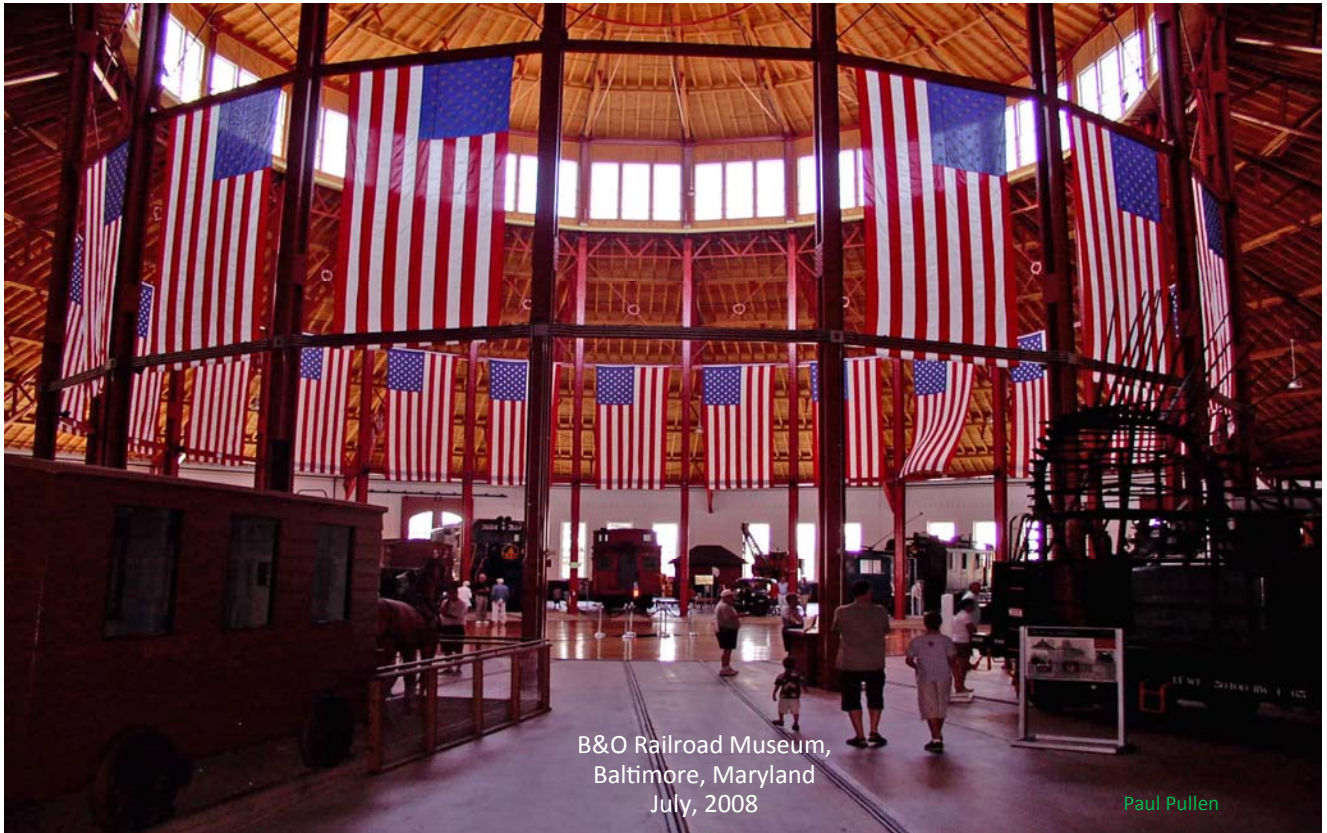
Sam, Son of STOMPER STG Yard engine
History unknown. Motor modified IVES standing motor. Imbedded headlights.



Stomper sling—shooting Pluto enroute to York.

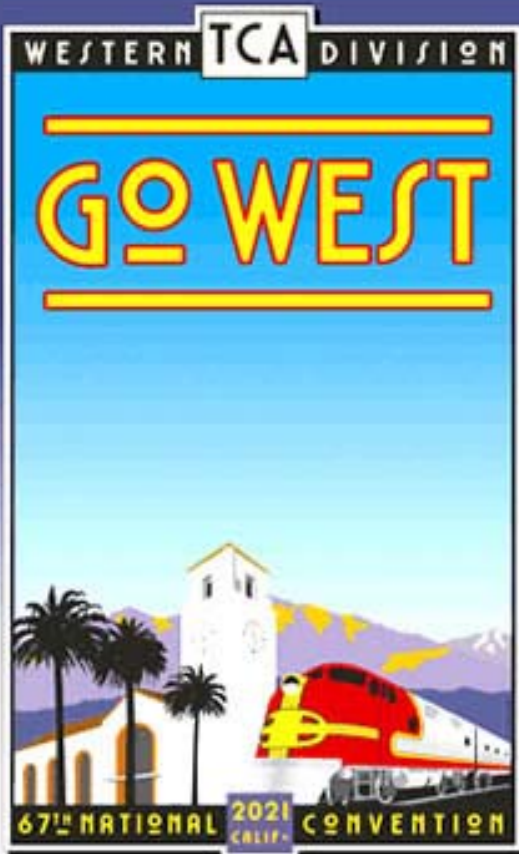


Home brew Bobber caboose with purchased wheels, journals, and couplers



B&O Railroad Museum,
Baltimore, Maryland
July, 2008

Paul Pullen



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www.TCACONVENTION.ORG

WB&A's First Public Flea Market

Saturday, August 21, 2021

Members are invited to participate as a vendor in our first in person event this year on Saturday, August 21st (rain date Aug 22) at the Forest Glen Maryland Knights of Columbus parking lot from 8 AM to 1 PM. It won't cost you a dime. Sell from your table or vehicle. We will do the public advertising. Close to the Georgia Avenue North beltway exit. Come Join us! **Vendors MUST RSVP to reserve your spot by Aug 14th to Tom Salen by email Strsalen@Verizon.net or by phone 703-242-7839.**



Address: 9707 Rosensteel Ave., Silver Spring, MD

Directions: Take Georgia Ave. North; left onto Forest Glen Rd; right onto Rosensteel Ave. Lodge is on the right. Enter vendor entrance.

