

# Vol. 26 No. 4

Oct.—Dec. 2025

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

## WB&A Board of Directors

### Officers:

President: John Buxton

Vice Pres: Charles Doring

Treasurer: Michael Ackerman

Secretary: Bob Gray

Past President: Tom Salen

### Directors:

Doug Campbell

Dave Eadie

Ron Edwards

Wayne Fletcher

John Gomoljak

Dan Rollyson

### Eastern Division Representative:

Bob Heine

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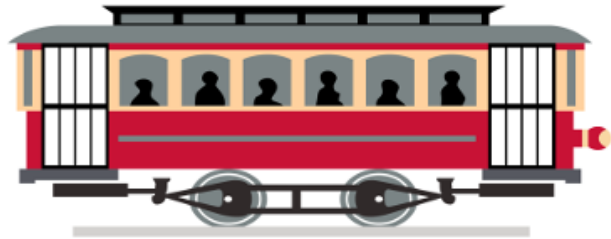
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## "The Trolley" The Official WB&A Newsletter



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

## President's Message

Happy Fall to all WB&A TCA members. I hope you had a good summer, and were able to participate in the many WB&A Member Events. We had Our summer Mini Meet and Members meeting at the National Capital Trolley Museum. Several members brought trains to sell and swap. We had a good meeting recapping the first half of 2025 and plans for the Fall. Monthly Start Your Days continued through the summer with Plans up throughout the end of the year.

There are 2 WB&A Shows scheduled: Springfield, VA on Saturday September 20, and Arbutus on Saturday December 13. Flyers have been emailed to all members. There will also be a Fall Mini Meet with Elections.

We have an opportunity to Advertise WB&A and our shows at the Great Scale Show in October and the Greenberg Show in December with WB&A Information tables, but will need volunteers beyond the Board of Director. Please let me know if you have an interest in serving the club in this way.

Hoping to see many of our members at these events.

Your President: John Buxton





## Treasurer's Report as of Sep. 1, 2025

By Michael Ackerman

The Chapter's financial activities for Jan. 1, 2025 through Sep. 1, 2025 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, 2025      \$31,022  
Check Book Balance — Sep. 1, 2025      \$27,271

Significant Activities Jan. 1, 2025 thru Sep. 1, 2025

	Income	Expenses
Train Meets	2782	5281
Membership:		
Dues — 2024	195	
*Dues Prepaid — 2024 (197)	2955	
Dues — 2025 (61)	921	2
*Dues Prepaid — 2025 (73)	1095	
Dues — 2026 (6)	90	
*Dues Prepaid 2026 (1)	15	
Dues—2027 (0)		
Meetings		
Supplies		73
Social Activities	20	876
Trolley—2025((1 Issues)		147
Election—2025		
Board		
Web Site (5 Years)		1379

\* Note: Revenue and expenses listed as "prepaid" were received or paid before Jan. 1, 2025 and are therefore not accounted for as revenue or expense for 2025 since they are included on the Check Book Balance of January 1, 2025.



TCA –Toy Trains Discussion Michael Lerner  
The Beav playing with his trains.



## 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 Do you use Facebook? If so, request to join our Facebook Affinity Group. Contact the Group Moderator
- 8 Share in the excitement of the Toy Train Hobby.
- 9 Serving as a committee member or officer at the local level is very rewarding.
- 10 Buy, Sell, Trade with local train enthusiasts.

### WB&A Board of Directors Minutes

April 10, 2025  
VIA ZOOM

Meeting Start Time: 7:00 PM

Meeting End Time: 9:15 PM

#### In Attendance

Present: John Buxton, Bob Gray, Bob Heine, Michael Ackerman, Tom Salen, John Gomoljak, Charles Doring, Dan Rollyson, Absent: Ron Edwards, David Eadie, Wayne Fletcher. Guests: Claude Bernard, Tom Vojir, Stuart Hirsch

Call to Order/Certification of Quorum - A quorum being determined, the meeting was called to order by Charles Doring, WB&A Vice President.

President's Welcome Comments – Charles Doring welcomed the Board members and guests.

#### III. Reports

##### A. President's Report - President, John Buxton

Welcome to the 1st ZOOM Meeting of the WB&A Board of Directors for 2025. I am sorry I will be late to the meeting, but I have another meeting until 8 PM. After a

busy and fun 2024 and a successful Annapolis Show in February, I look forward to the rest of 2025. A Big thank you to the Board of Directors Leadership Team for all they have done in the Past year to make our activities successful. We have had Start Your Day gatherings every month, which will continue through the end of 2025 and beyond. We have planned a full slate of 2025 Show & Events and I look forward to each one being a club supported gathering. Thanks to Chuck & Carol McGinnis for running the Arbutus Show for several years and have now found it time to retire from that duty. We need to start thinking about next year's Board of Directors and Officers, and how to attract some new members to leadership. I look forward to a fun and successful 2025.

**B. Approval of Minutes** from Previous BOD Meeting – Bob Gray reviewed the minutes from our previous Board meeting. A motion was made to approve the minutes. The minutes were approved.

**C. Treasurer's Report** – Michael Ackerman referred the group to his Treasurer's Report and noted that the Club's finances are sound at this time. A motion was made to approve the report. The motion was seconded and approved.

**D. Membership Report** – Bob Gray reported that the WB&A membership stands at 203. Bob noted that several of our members had passed away during this membership year, Also, two have moved from the area, and that another group had not maintained their TCA membership and were, consequently dropped from our roles. Thus our membership is down by about 18 members at this time. Dan Rollyson volunteered to contact current TCA members who live in our region, but are not members of WB&A and ask them to consider joining our club.

**E. Social Committee** – Bob Gray reviewed notes from the recent Social Committee meeting provided by Carol McGinnis and the current WB&A Calendar including Start Your Day w/ WB&A dates and locations, the upcoming York Train Show, the MARC Train Excursion to Perryville, and Baysox Baseball Game outings.

**F. Eastern Division TCA Report** – WB&A Representative to the Eastern Division of TCA Bob Heine, shared information on the upcoming York Train Show.

#### IV. Ongoing Board Business

**A. Annapolis Show Update** – John Gomoljak will meet next week with the Elk Lodge manager regarding the number of tables available.

**B. Arbutus Meet Update** – John Buxton and John Gomoljak will organize this year's Arbutus Show to be held On December 13, 2025.

**C. Kids' Strain Show** – Bob Gray reported that the date for the 2025 Kids' show is set for May 17 and

proposed a budget of \$650.00 to cover the expenses of this year's event. The motion was seconded and approved. Bob noted that WB&A members are invited to attend the KIDS' SHOW without paying an admittance fee at the National Capital Trolley Museum.

**D. Trolley Update** – Copy for the next issue is June 10, 2025.

#### V. New Business

**A. WB&A Elections** – The WB&A Bylaws call for the establishment of an Elections Committee by June 1 of each year. Charles Doring asked for volunteers. Responding were Bob Gray, John Gomoljak and Bob Heine, who will make up this year's Elections Committee.

**E. WB&A General Business Meetings** – A motion was made to hold WB&A's semi-annual General Business Meetings via Zoom. The motion was seconded and approved. This change was prompted by the low turnout to previous meetings and the increasing costs incurred in renting venues for the events.

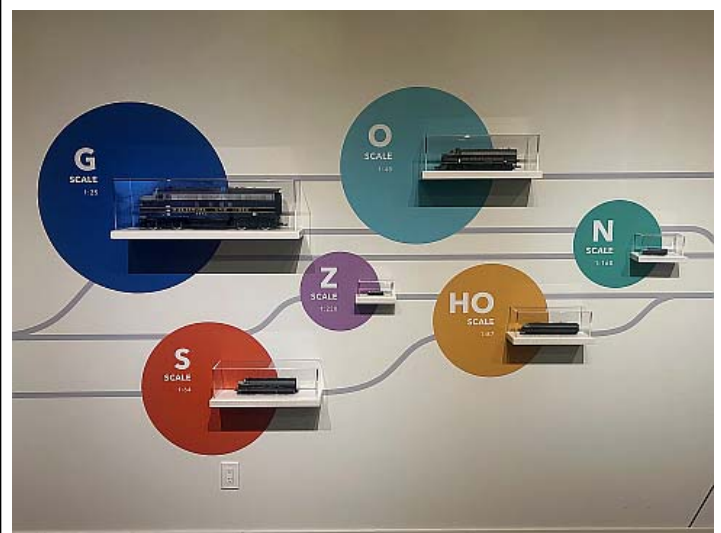
**B. Printing of the WB&A Trolley Newsletter** – Data will be collected regarding the cost of printing the newsletter in-house. A decision will be made for 2026 regarding the method of printing.

**VI. Questions and comments** from members in attendance

**NEXT MEETING** – The next BOD meeting will be held on August 14, 2025 at 7:00 PM via Zoom.

A motion to adjourn was made, seconded, and unanimously approved to adjourn at 9:40 PM.

Minutes submitted by: Bob Gray, WB&A Secretary





## Amtrak's New Airo Trains

BY Grace Snelling

The rail service's updated cars will launch later this year and are the first phase of its plan to expand America's train system.



Amtrak is rolling out new trains with bigger windows, comfier seats, and higher speeds.

Amtrak has revealed a first look at its new Airo trains, and they come with panoramic windows, comfier chairs, and more accessibility features.

The national rail service is currently constructing 83 of the new-and-improved Airo trains, which will operate on around 15 existing routes in the Eastern U.S. and Pacific Northwest. According to a spokesperson, the Airo manufacturing is currently underway at Siemens's Sacramento plant, with testing of the first trains expected to begin in the second half of this year.

By modernizing its fleet with a variety of design improvements, Amtrak is making a play to attract more Americans to train travel instead of flight—a step toward its ultimate goal to revitalize America's passenger rail system and double ridership by 2040.



### Nicer seats, bigger views

In an announcement released earlier this month, Amtrak revealed a first look at the specs and interiors of its Airo design, and they're a marked improvement to the rail service's existing models.

On the inside, new seating offers moveable headrests, a cupholder, bigger and sturdier tray tables, and "plenty of legroom," per the release. Panoramic windows have been added to let in plenty of light and allow travelers to take in the passing views. And, to make finding your seat simpler, each car will be color-coded based on its class, while each chair will be labeled with an individual number.



More thought has also been given to the trains' amenities. In the Airo's cafe cars, riders will now have a self-service option rather than waiting in one long line to order from a single attendant. The cafe car—as well as the bathrooms, walkways, and vestibules—has also been modified to allow wheelchair users to navigate more easily.

Aesthetically, the Airo's staid gray and blue interiors are still lagging far behind the train designs one might find overseas—like in France's high-speed TGV Inoui model, which looks like a '70s space age mood board. Still, the Airo represents a technological improvement on former Amtrak models in that it can travel up to 125 mph and "produces 90% less particulate emissions in diesel operations." Fast Company reached out to Amtrak for more details on the Airo's design and environmental impact, and the rail service declined to provide further information at this time.



It's a good time for Amtrak to be investing in new trains, given that some of its old cars are going out of service: Just last week, the rail service announced that it would be suspending its entire Horizon fleet after inspectors uncovered potentially dangerous corrosion on several cars.



The Airo trains, slated to hit tracks in 2026, are the first phase of Amtrak's larger plans to refresh its existing fleet and expand its service across the U.S.

Last February, former Amtrak CEO Stephen Gardner told Fast Company that the U.S. is essentially still operating "Victorian railways" in the 21st century. Meanwhile countries like France, Japan, Switzerland, and China are moving light-years ahead in terms of their high-speed rail systems (the closest the U.S. has come to high-speed rail is Amtrak's Acela route). Amtrak has been working to bring the country's rail system into the modern era by expanding its routes, enticing younger customers, and, of course, upgrading its trains.

So far, its efforts seem to be paying off. In 2024, Amtrak saw a record ridership of 32.8 million passengers, up from 28 million the year before. The rail service's ultimate goal is to see 66 million riders by 2040. As Amtrak works to achieve that benchmark, some critics—including Elon Musk—have called for the service to be privatized. However, as Fast Company has previously written, such a move could derail the provider's expansion plans by raising prices for consumers and even eliminating less profitable routes.

In the meantime, if Amtrak is allowed to continue operating under its current structure, a spokesperson predicted that the service is "on track to reach operational profitability—for the first time in history—during this administration."



## AMERICAN LEGION

June 17, 2020  
FREEDOM TRAIN  
By Gerry and Janet Souter

After World War II, Marines guarded a treasure trove of U.S. history as it crisscrossed the country.

"More than a rolling museum, the Freedom Train was an educational and patriotic program that provided a vivid reminder of the greatness of America's heritage to a nation still recovering from economic depression and world war."

Sgt. Timothy C. Hodge, "One Marine, Many Memories"

Following the Allies' victory over Germany, Italy and Japan in World War II, all who had sacrificed and made do on the home front since the Great

Depression expected relief and their piece of the American dream. Instead, millions were laid off from virtually all the major industries as emergency war production shifted back to civilian consumer needs.

As the Great Strike Wave swept through the country, refugees from war zones flooded in. With them came GIs, returning from the battlefields to look for work, housing



and education promised by the GI Bill of Rights "which, transformational as it was, did not promise jobs. Rationing eased as goods trickled back to store shelves. Black soldiers who had fought for their country expected better treatment at home but found segregation still in place.

President Harry Truman, a Democrat, faced an all-Republican Congress, resulting in frequent legislative logjams. Amid this confusion, communism and other radical political ideologies strived to gain a foothold.

William Coblenz, an assistant director in the Department of Justice's Public Information Division, spent his lunch hours at the National Archives. Lamenting how few Americans were able to visit Washington and see the nation's founding documents, he thought about how a display of America's struggles and sacrifices for freedom would make a powerful impression. If only the entire country could see the tangible, irreplaceable documents that inspired a legacy of liberty and unity. If Americans can't all come here, Coblenz reasoned, let's take the documents to them. What was common to nearly every city and town? A railroad station, to be visited by a traveling museum of historical documents.

Coblenz took his idea for a converted Liberty Train passenger car to his boss, Attorney General Thomas Clark. The Treasury was broke, so Clark made a few calls to creative business owners, entrepreneurs, movie moguls, bankers, industry leaders and the Advertising Council. In a few weeks, the nonprofit American Heritage Foundation was formed with a board of directors and deep pockets. Coblenz modest Liberty Train passenger car concept became the rock star of its time.

The Freedom Train was a seven-coach behemoth hauled by a 2,000-horsepower ALCO diesel locomotive. Three of the passenger cars were transformed into armor-plated coaches "bulletproof and fireproof", with steel-covered windows forming one long aisle displaying 132 historical documents and iconic objects. The four remaining cars were a baggage-utility coach and three sleeper-stateroom coaches to house the accompanying guard and maintenance crew.

The train would crisscross the United States 33,000 miles for 16 months, stopping for up to five days each at 300 cities and towns throughout the 48 states. The trip would be preceded by, and followed up with, planned patriotic rededication programs of local and national broadcast media events, collateral print packages and parades themed around the motto "Freedom is Everybody's Job." Towns throughout America bought into it, estimating roughly 10,000 visitors per day at each train stop.

Clark had an idea for guarding the documents, outlined in a letter to Navy Secretary James Forrestal: "Dear Jim,

... this train is to bring to the people of the United States more than one hundred and fifty of the most sacred original documents of our history ... the Freedom Train will need an armed guard to protect its precious and irreplaceable cargo. I am sure you will agree with me that the Marine Corps of the United States Navy is highly

qualified for this job and this letter is to request you to direct that this outfit be given the assignment."

Months of furious activity commenced. On Sept. 5, 1947, at a trackside reviewing stand of civic officials, factory workers, designers and the local press next to the American Locomotive Company's (ALCO) Schenectady, N.Y., shop, a state-of-the-art diesel engine rumbled through a paper curtain to brass-band fanfare. The applause quieted to the tread of marching men and then, in close-order columns of four, came rank on rank of 27 Marine sergeants and corporals, their dress blues decorated with rows of battle, theater and service ribbons. Led by Lt. Col. Robert Scott, they marched in perfect step along the side of the huge engine. Applause exploded. No one doubted the Freedom Train was in good hands.

As Sgt. Henry Steadman wrote in his book "One Marine's Experience," his selection as part of the detachment for the Freedom Train "was one of the best times of my career. It was a great honor to be one of only a few sergeants and corporals selected from across the Corps for this assignment.

"The detachment's primary mission was the security of the documents. The Marines also played the role of ambassadors, explaining the history behind the exhibits. They also kept watchful eyes outside the train, providing crowd control when necessary. People came in one way and went out the other, always under close supervision of the Marines.

"They had a revolving watch, standing two watches during the day. A special detail armed with .45-caliber pistols stayed in the cars at night while the train traveled to its next destination. There was no mess aboard the train so the Marines were paid \$3 a day to eat in town. There was also no laundry facility, so they hung their laundry bags outside their doors at each stop. Their laundry was taken (by three resident Union porters) in the morning and, by the time they left the city, it was cleaned and pressed, and hanging outside their doorways. Once we closed the exhibits, no one was allowed in the cars."

Steadman recalled an incident in which the FBI requested to board the train after hours. The Marines stood firm, insisting the FBI had to get permission from the detachment commanding officer.

Though the Marines lived in tight quarters and worked a tedious schedule, they still found time to enjoy themselves. "We all lived together in one club car for 17 months," Steadman wrote. They also secretly kept a detachment mascot: a cocker spaniel puppy named Reddy. At least half the detachment claimed ownership. "For six months, we fed Reddy from our brown-bag lunches."

The collection of historical documents and objects was housed in custom-built, sealed cases fronted by hardened, shatterproof Lucite secured with bronze screws and monitored for humidity and temperature. Four thousand pounds of ice were regularly loaded onboard to furnish air conditioning, and automatic smoke alarms were installed. A faulty electrical circuit caused a small fire during a routine overhaul; one Marine suffered smoke inhalation.

A newspaper reporter wrote that stepping into the Freedom Train's long aisle was like "entering a church." The soft green walls and carpeted floors hushed the crowds. Tears were common in the last coach, which featured reports from World War II battlefields where local sons and daughters had served and some had died.

The Marines were well drilled and knowledgeable of their encased and mute charges. Each Marine was ordered to quietly urge the people to "keep moving, please," allowing roughly six seconds of gazing at each document. Some viewers became transfixed, mesmerized by George Washington's handwriting on the pages of his personal account book. The copy of Abraham Lincoln's Gettysburg Address from which the 16th president had read. The signatures of Adm. Fleet Chester Nimitz, Gen. Douglas MacArthur, Gen. Anthony McAuliffe, who replied "Nuts!" to a German demand for surrender at Bastogne and President Franklin D. Roosevelt, who held the country together. Visitors came with fresh memories of graveside services: a bugle sounding taps, a folded flag, a catch in the throat for those fatalities whose remains had been brought home. Some of their loved ones had perished in the explosion of an artillery shell; others vanished into the cold type of a missing-in-action report.

Many Marine ushers who manned the third coach had served on those bloody battlefields and were still haunted by the death, rot, disease, boredom and terror. Day after day, city after town, the parade of memories passed.

At every stop, the Marines were treated like royalty. Free taxis sped them to restaurants where meals were on the house. Scott was adopted and feted by every town council. Off-duty Marines were dogged by young people and curious adults. The travels of the Freedom Train left behind a love affair with the Corps and memories that would last a lifetime.

On Jan. 16, 1949, the Freedom Train rolled into Washington, D.C. for the last time, and remained through Truman's inauguration Jan. 22. The Marine honor guard packed their barracks bags and said their goodbyes. Of the 40 million Americans who saw the Freedom Train, none ever forgot it or its mission: freedom is everybody's job.

Gerry Souter and his wife, Janet, are the authors of "Selling Americans on America: Journey Into a Troubled Nation" (Sartoris Publishing Group, 2019).



Please send any train-related articles, stories, and/or print-ready photos for consideration in any upcoming publication of "The Trolley"

or on the Chapter Web Site. Send via e-mail to: [pullenp@gmail.com](mailto:pullenp@gmail.com)

**DEADLINE FOR SUBMITTING ARTICLES  
FOR Jan.-Mar. 2026 TROLLEY  
Dec. 10, 2025**







The following announcement is taken from the TCA Facebook page, and was written by the Editor of the TCA eTrain. It is borrowed to let our members know of the honor presented to our own Clem Clement!

### A True TCA Honor

I recently had the privilege of attending a private train show in the community where Clem Clement (TCA #64-987) lives, as a guest of Clem himself, along with Ryan Newman (TCA #07-60779). During the event, we had the distinct honor of presenting Clem with the Richard "Clem" Clement Lifetime Achievement Award, a brand-new honor from the Eastern Division, named after Clem in recognition of his decades of passion, leadership, and generosity within the Train Collectors Association.

Congratulations, Clem! and thank you for everything you've done and continue to do for our community.

Ever Upward,  
Michael S. Oher  
Editor, TCA E-Train



Ryan Newman, Clem Clement, and Michael S. Oher, TCA eTrain Editor



## How to Be a Train Collector

August 1, 2025

Carol R. McGinnis, TCA# HE 95-41066



1954, Jody Redman and her daughters Ruth and Carol

When you think of a collection what comes to mind? Stamps, Cabbage Patch kids, works of art, beanie babies, rocks, trains? Of course, you and I think of **Trains!** These have persisted throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries. All of us can not say the same! Beginning with the introduction of trains in the early 1800's there have been collectors. Trains are classic, they are imaginative, they are works of art, and they run around on a track! They can take your beanie babies or your rocks for a ride. You can take your children and grandchildren for a ride. You can display them, you can run them, you can talk about them, you can compare them, and you can even crash them! There are little trains, there are big trains, there are bigger trains, and there are biggest trains!

There's an excitement that fills me when I get to talk trains. I'm still learning the language. I struggle with things like value and with scale and dimensions. I admire the shape and the style of the variety of trains that exist. There are standard gauge trains that are huge, and there are standard gauge trains that are compact. But they all run on standard gauge track. And there are so many gauges with a number of collectors in each gauge and across gauges. Z, N, HO, O, Standard, OO, 2 7/8, wood, plastic, G and more and more! There are tin trains, metal trains, plastic trains, wood trains, and more and more! By the way, I've always wanted to get a Z gauge train so that I always have something set up to watch run every day.

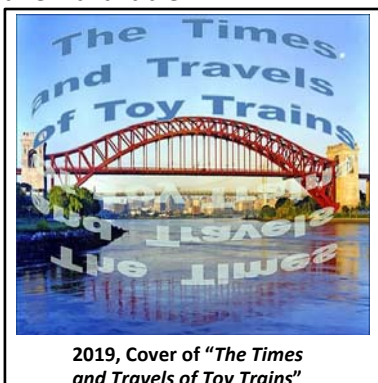




1955, Carol, and her big sister  
Ruth, at the controls

Where do these trains come from, who invented them, what year, and who ever thought that folks would get together and actually talk about them? If you are a train collector you have heard about York. When I mention York to "non-train" folks they think of England, or the heating/air conditioning folks. It's fun to introduce them to 10,000+ people who get together twice a year to shop, walk, eat, and talk trains.

And then there are those of us, like me, who are eager to learn and absorb everything that we can. There are a lot of books that discuss train manufacturers and can be found at train meets, train shops, bookstores, and online. One that I highly recommend is "*Times and Travels of Toy Trains*." The second edition came out in 2019, with the first edition in 2016 celebrating the 100<sup>th</sup> birthday of Lou Redman, TCA #3. The book was inspired by an idea to capture who Lou Redman was. What brought him to help start the TCA, and to keep it strong over the many years. Embedded in its pages are a chronological listing of toy trains. It also lists the years the manufacturers were started, their primary gauges, their founders, and their first locations. And, there is a chronological listing of TCA events as well as many, many additional quips that fill in the blanks about so much that is train related. (Contact me at [Carol.McGinnis74@verizon.net](mailto:Carol.McGinnis74@verizon.net) to get a copy as there are still a few available.



2019, Cover of "*The Times  
and Travels of Toy Trains*"

Some of us are accumulators. Of note was Nancy Swan, TCA 73-6084, Honor Roll Member. Although her

husband, Bill Swan, TCA 67-1823 brought her into the hobby, she became immersed in it and carried on for many years on her own. She told me that she was an accumulator, and this certainly befit her lifestyle. And I would be remiss to not mention the category of "Homemade Trains". Clem Clement, Honor Roll #64-987, is the king of homemade items. He can sniff out a hair clip, a plastic bottle cap, or a tomato soup can anywhere.

We go to great lengths to look for trains. We buy some, and we sell some, but the adventure of looking is as much fun as anything else. When we find a train we look it over, kick the wheels, examine the couplers, and check for paint wear and tear. We admire the look of the engine, or the details on the car. We ask about other pieces that may be missing, or, if we're lucky, we find them trapped down in the corner of the box. We get it home and clean it up. We store it with care, and when we take it out of the house, we take care to wrap it up so that it doesn't get damaged. We may run it on a layout, either our own or a friend's. Some of our trains are quite special. The first one that our folks gave us, the first one we bought on our own, the one that we went out of our way to pick up. We join a train club, or actually train clubs. Local clubs that run Christmas layouts, we start a group of our own, neighborhood groups that get together, national groups that have a renowned Quarterly and a newsletter.

We have an inert desire to know about the parts of a locomotive, and the parts of a boxcar. We even discuss the origin and relevancy of boxcar or box car! We put our collections into inventory sheets. Traditionalists have their sheets hand written, those who are tech savvy have the listings on spreadsheets, and then there are a few who have it all "up here" (pointing to their head area where our brains reside) And speaking of track we gather that too, trying to figure out how to resurrect rusted O gauge or Standard gauge track, how to straighten HO or S gauge track, and how to make it all work together with the locomotive that "ran last time I had it on the track!"



1966, at Ward Kimballs Grizzly Flats

We go to toy train shows. Local events hosted by TCA Divisions or TCA Chapters. Some monthly, some yearly, some bi-annually. That "York" that I spoke about earlier has been the resolute meet that attracts members and the public from around the Eastern United States, from the West Coast, from the Northern Border, from the Southern Border and even from across the great waters.

We even get excited about accessories. People, landscaping, animals, oil derricks, trucks, cars, and



buildings. There are even collectors of specific manufacturers of accessories like Matchbox, Department 56, Brio, Hallmark, or Plasticville.

Many people focus in on watching for imitators. Whether in reproductions, restorations, or knock-offs. While it is an industry where business folks want to make their mark, a watchful eye will catch some “fakes”. A collector needs to be cautious when a deal seems too good to be true, or when an item that is very rare is actually a knock-off being advertised as an original! I am, personally, very cautious and the hairs on my neck spike whenever an item is listed as “Rare”.

Protecting what you collect is also a mantra of mine. It's of very little use if a collection gets damaged by flood, fire, smoke, or is stolen. These common losses can cause a lot of damage to tin and plastic toys. A suitable insurance plan that covers the collection is a must.

Operating standards as well as condition standards have been well established by the Train Collectors Association for many years. These are readily available and are used across the board for selling and buying of trains. It also affects the resale values of items. By that I mean that there are some items from back-in-the-day that people will pay big bucks for even with a condition code of C-5 (**Good – Signs of play wear:** scratches and minor paint loss. Small dents, minor surface rust. Evidence of heavy use) It still puts a smile on my face when I see a “*Greenberg Guide*” walking around at a train meet. And speaking of price guides when is someone going to come up with a price guide for the thousands of trains out there that are not Lionel? Now, I do love Lionel, but I'm just saying!

I have always felt that I was a TCA member. I felt as though I was a “Family Member” long before it was official. I went with Dad, and the family, to conventions. I saw him working with other members to collate newsletters, fliers, and Quarterlies and mail them out to members. Chuck and I and our boys attended the TCA Banquet at the 40<sup>th</sup> TCA Convention in York in 1994 as did my brother and sisters and their spouses and their children. Finally, in 1995, I was visiting at home when Andy Anderson, TCA# 94-38973 and my Dad were both there I asked them to sign my application. This was back in the day when a aspiring member had to have two current members sign for them. I am proud to say that I signed a number of applications before that requirement was retired.

Each collector has their own story. You have your own story. That's been the fun and fantasy of getting to know so many people from across this country. TCA has brought this together for me and for my husband, Chuck. We have enjoyed the conventions, the meets, the activities, the travel and the camaraderie and will do so for many years to come.



## CSX Office Cars at the B&O Museum

John Buxton

Friday morning August 15, I toured 2 CSX Business Cars at the B&O Railroad in Museum. Dining Car John T Collinson (1923) and Theater Car W Thomas Rice (1954) were open for public viewing. Both cars have been painted in the traditional Baltimore & Ohio Blue and Gray. The car interiors have been wood paneled with luxurious seating and carpeting.

The dining car is used for entertaining customers and other VIP's and the theater car is for track inspections and scenic viewing. The theater car displays speed, temperature and other information continuously. Crew members live on the train (what a train enthusiast dream job) and keep it in excellent operating condition. There are 15 cars in the business car fleet.



The 2 cars will be used for CSX employees trips at the B&O Museum on Saturday.

After the Baltimore open house, these 2 cars will next go to Selkirk New York for an open house there.

It was a pleasure to tour these beautiful cars and to be welcomed by CSX staff. I have included a few photos for your enjoyment.

I wonder if there are any toy train versions of these

wonderful cars.

John Buxton



## Contribute to the Trolley Newsletter

Please consider contributing an article to the WB&A's excellent newsletter, The Trolley. Members would love to hear about what you are doing train-wise. Just jot down a few paragraphs and include some pictures. Tell about what you are doing with your layout or a recent ride you took on a vintage train. Maybe you have been to a good train exhibit in another city. Tell us about it. What have you been looking for that you can't find. Maybe another Club member can give you a tip. Just ask. The membership likes to read articles by other members. Send your article to Bob Gray at [bgray5002@yahoo.com](mailto:bgray5002@yahoo.com)



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the Group Moderator.**

## WB&A MEMBERSHIP RENEWAL FORM

Return with a check or money order for \$15.00 payable to WB&A Chapter.

Mail to **Bob Gray, 1201 Topaz Court, Odenton, MD 21113**

You may now renew your WB&A membership ONLINE using your credit card. (+ \$1.50 convenience fee.) Just go to the WB&A website [wba-tca-eastern.org](http://wba-tca-eastern.org) or use the QR code at right to reach the website.

If you have any questions contact Bob Gray at [bgray5002@yahoo.com](mailto:bgray5002@yahoo.com).



Name \_\_\_\_\_

TCA Membership No. \_\_\_\_\_ WB&A Membership No. \_\_\_\_\_  
(Note: You must be a current TCA member to join the WB&A Train Club)

Address \_\_\_\_\_ Apt. No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip+4 \_\_\_\_\_

Phone No. \_\_\_\_\_

Email \_\_\_\_\_

Train Interest (What do you collect?) \_\_\_\_\_

Do you have a layout? Yes No

Do you plan to attend a WB&A event this year? Yes No

Signature \_\_\_\_\_

There are only 20 **WB&A 60th Anniversary Boxcar** available for sale. The price is \$60.00 plus \$14 shipping. Send a check to Carol McGinnis at 5400 Vantage Point Road, #1005, Columbia, MD 21044. Or you can order on-line at our web site (\$2.00 Convenience fee).



## In Memoriam

**Dan Danielson**



**William Graver**

## Northern Virginia Model Railroaders

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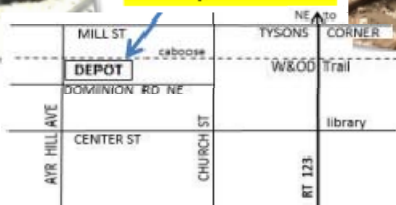
All times - 1 to 5 PM

Saturday, October 18

Saturday, November 15

Monday, December 1 (Vienna Holiday Stroll, 6 to 9 PM)

Saturday, December 13



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## Annapolis Train Show

**March 1, 2026**

Annapolis Elks Lodge  
2 Pythian Drive  
Edgewater, MD

10:00 AM To 3:00 PM

Members Exclusive access 9:00 a.m. to 10:00 am.

Contact John Gomoljak for tables at  
gojack1946@yahoo.com

**MARK YOUR CALENDARS**



**MARK YOUR CALENDARS**

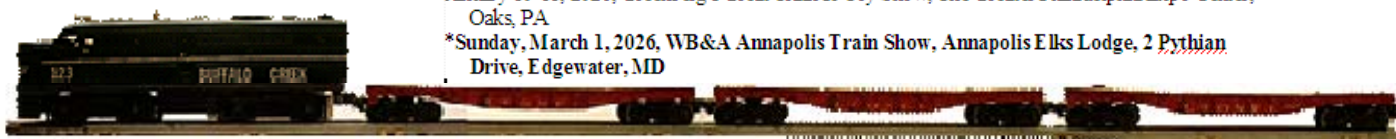


WB&A Chapter - Eastern Division - Train Collectors Association  
Established 1964



### Month by Month Calendar

Monday-Saturday, October 20-25, TCA Eastern Division York Train Meet, York Fairgrounds, York, PA  
 \*Wednesday, October 22, 2025, START YOUR DAY w/WB&A, 10 am-Noon The Roast & Café,  
 5205 Glen Arm Rd, Gambrills, MD  
 Saturday-Sunday, October 25-26, 2025, The Great Scale Model Train Show, Maryland State Fairgrounds,  
 Timonium MD  
 \*Saturday, Nov. 8, 2025, WB&A Fall Mini Meet, Watch for details  
 \*Tuesday, November 11, 2025, WB&A BOD Meeting #4, VIA ZOOM (Contact Bob Gray for Details),  
 bgray5002@yahoo.com or 301-367-7447  
 \*Wednesday, November 19, 2025, START YOUR DAY w/WB&A, 10AM-Noon Silver Diner, 12251  
 Fair Lakes Pkwy, Fairfax, VA  
 Saturday, November 29, 2025, Hagerstown Model Railroad Museum Train Show, Washington County  
 Agricultural Education Center, Boonsboro, MD  
 Saturday-Sunday, December 6-7, 2025, Greenberg's Great Train & Toy Show, December 6-7, 2025,  
 Maryland State Fairgrounds, Timonium, MD  
 \*Saturday, December 13, 2025, WB&A Arbutus Firehall Train Meet, 5200 Southwestern Blvd,  
 Arbutus, MD  
 \*Wednesday, December 16, 2025, START YOUR DAY w/WB&A, 10AM-Noon, 198 Restaurant,  
 15540 Old Columbia Pike, Burtonsville, MD  
 Saturday-Sunday, December 20-21, 2025, Greenberg's Great Train & Toy Show, Dulles Expo Center,  
 Chantilly, VA  
 January 10-11, 2026, Greenberg's Great Train & Toy Show, The Greater Philadelphia Expo Center,  
 Oaks, PA  
 \*Sunday, March 1, 2026, WB&A Annapolis Train Show, Annapolis Elks Lodge, 2 Pythian  
 Drive, Edgewater, MD



\* signifies a WB&A Activity



## ***Slate of Candidates for Office***

President - John Gomoljak  
Vice President - Charles Doring  
Treasure - Michael Ackerman  
Secretary - Open

Board Member - Doug Campbell  
Board Member - Ron Edwards  
Board Member - Stuart Hirsch  
Board Member - Al Marotta  
Board Member - Robert Relyea  
Board Member - Tom Salen  
Board Member - Tom Vojir

### **Resumes**

Candidate for President

#### **John P. Gomoljak**

##### **Train Interest:**

I was born interested in model trains. Every year my paternal grandfather ran a Lionel prewar passenger set. He built a layout with a mountain using Lionel's instruction book. He also built cardboard buildings and had an ice-skating pond. My maternal grandmother set up American Flyer and Lionel, one set each. She would set them up in a room by themselves and would not let us see them until Christmas day. She did all the wiring herself. My parents did not have money to buy a train set so every year they set up a Christmas Garden without a train. They used homemade buildings and always had army soldiers, and a pond. Then in 1953 my mother won a Lionel train set number 1467W freight set and my dad set it up that year and for the next thirty years. I now have that set and my grandfather's set.

My true love is Lionel steam locos from 1946-1956 small Hudson's.

##### **Current Positions:**

I am presently a board member of the WBA train chapter of TCA and I have been a member of TCA for 45 years, and the Wednesday Night Train Club. I have been in charge of the WBA Annapolis train show for three years and I am now also working on the Arbutus train show. I participate in ten plus train shows a year buying and selling. I have met and made so many friends and had fun talking and listening to their experiences.

##### **Special Skills:**

I am a Master electrician which has helped when building my many train layouts. I also enjoy meeting people and helping people

##### **Goals:**

My goals are to continue to make friends and to enjoy the train friends I have now. I also will continue to support the W B & A in any way to promote and expand our hobby. I will continue to reach out to the young people and encourage them to join the fun and the love of model trains.

Candidate for Vice President

#### **Charles Doring**

Charlie Doring is a native of Garrett Park, Md and a 1987 graduate of University of Maryland School of Dentistry. Garret Park is on the Metropolitan line of the B&O (now CSX) between Point of Rocks, Md and Union Station in Washington, DC. The town is named Robert Garrett, President of the B&O RR (b.1847-d.1896) After graduation, Dr. Doring completed a general dental practice residency at Georgetown University Hospital. He currently has a dental practice in Rockville, MD and teaches part time at the University of Maryland School of Dentistry. He is currently the president of the Maryland State Dental Association, the state component of the American Dental Association.

Charlie's love for toy trains started at an early age. He fondly remembers his grandfather's large HO layout in the basement of his Washington, DC home. He fondly remembers playing in our basement as with his Dad's O Pennsylvania Steam Torpedo engine and later his own Santa Fe 2353 Set. Charlie's mother is a long time TCA/ WB&A member who lives in Wisconsin now but stays in touch with her train friends. Charlie has a collection of Lionel and American Flyer Standard Gauge as well as Lionel Post War O Gauge trains. His basement layout is a work in progress and he has a mobile O-32 and O-27 layouts for train shown.

Charlie is a member of TCA since 2002 and enjoys going to York. Pa shows whenever his schedule permits. He is also a member of LOTS as well as the B&O RR Historical Society. He feels we have a great opportunity to encourage younger individuals to become part of the hobby, particularly with the 200th anniversary of the B&O RR in 2027!

Candidate for Treasurer

#### **Michael Ackerman**

I retired as a Biomedical Engineer at NIH. Above the bookcases in my office was the entire Jim Beam railroad bottle series. Some of the bottles have never been opened. My closest colleagues knew where to go if there was ever a lock-down.

I am a train operator, not a collector. I received my first Lionel train set in 1953. I still have it. My current multi-level layout resides in a 20 foot by 20 foot room. It's design is straight out of the 1950s, plenty of trains and only a little scenery. It is mostly original Lionel from 1946 to 1966 but I am adding modern Lionel and K-Line pieces as long as they are not reissues or variations of items made during Lionel's post-war era. Because I like to operate my trains, I favor operating cars and accessories. If something stops working, I fix it. My layout runs under conventional and TMCC control. I have added Arduino computers for track control and to enhance the TMCC control system.

Six years ago, I was elected to the WB&A Board. Two years later, I was elected Treasurer. As Treasurer I made recommendations to the Board that kept the WB&A in a good financial condition while still providing member activities during the COVID years. I simplified and computerized the club's financial system. I am introducing the use of credit cards for admission to our train meets.

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Candidate for Board of Directors

### **Ron Edwards**

#### **Personal Background**

I graduated from Georgia Institute of Technology in 1970 with a BS degree in Industrial Management. I was immediately offered the opportunity to join the US Army. Considering my options, I sought out the closest US Air Force recruiter and would spend the next twenty-nine years eight months in the USAF, retiring in October 2000 at the rank of Colonel. After retiring from the Air Force, I resumed working for the government as a defense contractor with various companies supporting US Air Force and US Navy weapon systems program. In 2014, I retired from Technology Services Corporation with the goal of "building my dream layout, playing with my trains and then everything else." Well "Everything else" seems to have taken a majority of my retirement time, so I am still building my dream layout. But I do play with my trains on my lesser layout.

#### **WB&A Chapter / TCA Activity**

As I began to build my layout, I came in contact with Dan Danielson at a Dulles train show and he invited me to be his guest at York. At my first York visit in 2006, I became a member of TCA and have supported the Association in numerous ways since. Somewhere along the line, I stopped at the WB&A table at a York show and struck up a conversation with Dave Edie who convince me to join the WB&A Chapter. My weak memory says it was around 2016. For the first couple years, I attended meetings, bought lottery tickets (actually one a train once) and went to WB&A sponsored train shows. Dave would later recruit me to be an At-Large member, but having just assumed the Presidency of the association that owned and maintained an historic one-room schoolhouse in Springfield, VA, I demurred but offered to help out where I could. It did not take long to find myself on Carol McGinnis' WB&A Social committee. As a committee member, I have helped with the Committee's efforts to keep the Chapter active for its membership. Saying that I knew of a couple of nearby scenic train trips was all it took to "put me in charge" and I would organize the 2022 trip to ride the Durbin Rocket scenic train in Durbin, WV. When the Social Committee began to discuss coming up with a

Chapter shirt with logo, I found out about a Land's End Business service that allows organizations to establish a "store." I pursued this initiative and recreated the WB&A Trolley logo graphic and established the WB&A Chapter store on the Land's End website that is open today. As Store administrator, I created the instruction found on the WB&A website that enables the membership to purchase the Chapter shirt of their choice with both our logo and monogrammed with the purchaser's name. I have also helped research locations in Northern Virginia that may in the future support Chapter meetings and possible train shows.

#### **Other Railroading Associations**

Currently, I am an active member supporting the Central of Georgia Railway Historical Society, the Richmond, Fredericksburg & Potomac Historical Railroad Society and the Nevada Northern Railway Museum.

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Candidate for Board of Directors

### **Tom Vojir**

#### **Train interest:**

K-Line Christmas engines and cars on Super Snap track mostly, also some HO Santa Fe SD-45 era cars and some HO Nickel Plate billboard cars. Background: My interest in trains started as a child watching a Lionel O27 train layout in the basement. A classic toy train layout on 4x8 plywood. Fortunately, my older than me brother had a reasonably profitable paper delivery route, and could afford some nice engines, cars and accessories. Very fortunately, my father had a friend from school that had a toy store. Through high school, I could play with all of the stuff. Skip twenty years of career building (including the first locomotive engineer training system, built for Santa Fe's EMD SD-45), and I arrive in Sterling and meet a neighbor who introduced me to TCA. Due to my hoarder tendencies I do not have room for a permanent layout. My wife lets me put up a temporary Christmas layout. K-Line Super Snap's ease of assembly and disassembly and relatively low cost met the need. Special skills: After a diverse career of design, development, project management, and staff management for commercial and government systems, a person pointed out a common thread to me: I ask darn good questions.

#### **Goals:**

Having retired a few years ago, I would like to engage more to help keep the hobby going, and I hope, grow. I volunteered for the Social Committee, and helped execute a train excursion in West Virginia. As a newbie, I have tried to learn from the more experienced WB&A members, and would like to help as I can. I understand the comments from TCA officers and WB&A members of

the desire to increase interest in train collecting, and generally agree. A thought to consider: as the "Post-war Baby Boom" bust continues, maybe TCA and WB&A could accept a declining membership as a fact-of-life. Please do not misunderstand me - I think things such as the children's layouts and shows help a lot (it might even rekindle some parents' interest); maybe with more attention to Lego trains and "Thomas the Tank Engine" collections.

#### Candidate for Board of Directors

##### Stuart Hirsch

My interest in toy trains started as a child of 5 years old when my father got me a Lionel train set. He made a small 4x8 figure 8 train layout with a bridge over pass. There was no scenery on that layout.

My interest in toy trains and model railroads lay dormant for the next 50 years until I approached retirement age. Then a colleague at work started talking about his G scale garden railroad and I was again hooked.

I love collecting things and had my childhood trains. I began collecting toy trains and looking for a place to run them. That is when I joined the Four Counties Society of Modeling Engineers (FCSME), an HO club. FCSME has taught me a lot about modeling, DCC, and how to build a realistic layout and I am a proud active member. However FCSME is a modular club, which gives me a limited opportunity to run trains, and only in HO scale.

I then joined the Baltimore Society of Modeling Engineers (BSME) when they were on Saratoga Street. This gave me the opportunity to run both HO scale and 2 rail O on permanent layouts. I have become an active member who is serving on the BOD of BSME and am working hard with them to help assure a brighter future for BSME while we try to rebuild what was lost when we lost our home of 57 years on Saratoga Street.

I also joined the Lionel Collectors Club of America (LCCA) and, of course, TCA and the WB&A chapter, mainly because of 3 rail O collecting and running 3 rail O from tin plate antique to modern digitally controlled trains.

My fondest hope for WB&A is to use our resources to establish a permanent home as a WB&A toy train museum as a smaller version of the National Toy Train Museum in Strasburg PA.

#### Candidate for Board of Directors

##### Al Marotta

1964 – Graduate Teaneck, NJ high school

1968 – Graduate Concordia College (Moorhead, Mn)

1968-1998 – Computer programmer and technical writer at IBM Poughkeepsie

Took early retirement from IBM to raise my disabled son.

First train was an American Flyer K-4 Pacific and some freight cars in 1950.

Around 1982 dismantled an H.O. model railroad and replaced it with AF S gauge layout.

Layout grew and in January, 2018 was published in Classic Toy Trains.

I joined TCA in 2005.

In 2021 we moved from N.Y. to Frederick, Md. to be closer to my daughter and 4 grandchildren in Gaithersburg. Joined WB&A in 2021. Joined Baltimore Area American Flyer Club in 2003. Still a member of the Connecticut S-Gaugers.

My biggest concern is how do we figure out how to keep our great hobby going as we old-timers pass into that train yard in the sky. Rather than selling lower-end model trains I've reached the point where I will happily give trains away to young people if they promise to use them.

I enjoy going to train shows and visiting home layouts in the area. Thanks.

Al

#### Candidate for Board of Director

##### Douglas W. Campbell

My name is Doug Campbell, and I joined TCA in 1987, having been born in 1950, growing up with my father's love for Lionel and HO trains. We always had a layout at the Christmas season!

While young I was fascinated with miniature trucks and buses, miniature buildings, and continued that fascination for collecting up until present day, whereas my current toy collection includes some 10,000 miniature trucks and buses, and other vehicles of all kinds, in all scales! I have written a few hundred (volunteer) articles on toy vehicles for various hobby publications, including a monthly article in the monthly journal of The Capitol Miniature Auto Collectors Club Journal, since 1968! From 1988-1998 I was the Editor and creator of the 20-30 page monthly journal of The Winross Collectors Club of America, Inc., that in those years went out to over 4000 members world-wide. I still write a 3-4 page article in each now bi-monthly issue, with membership now being only about 100 members! (Am currently a member of the Board of Directors of the Winross Collectors Club of America, Inc.) I wrote the toy Divco truck articles for the Divco Club of America for over 15 years, when I was also a club Director. I have also written many articles for the professional style magazine- Toy Trucker & Contractor out of North Dakota. I currently collect and display mostly N gauge MARKLIN trains, and have some O-scale trains and buildings also. My wife, Joan, and I have been active



volunteer builders, hosts, and operators at the Highlandtown Train Garden (Baltimore, MD) for the past 10 years or so.

Since 2001 I have been a volunteer Docent at America's Transportation Experience Museum (formally called A.A.C.A. Museum, Inc.) in Hershey, PA, and am a volunteer Docent at the Baltimore Basilica.

I grew up here in Baltimore, MD., and graduated from Loyola Blakefield (high school), and from 1968-73 was in college in Philadelphia, PA at The Philadelphia College of Pharmacy & Science, where I graduated with a B.S. in Pharmacy, and was a licensed Pharmacist for 45 years until recent retirement.

Since 1975 I was married to my late wife Joan, who passed away in 2025, residing in Baltimore County. I am a 4th degree member of the Knights of Columbus, and am a weekly parishioner at the Catholic Pastorate of Our Lady of Hope (Dundalk, MD), and St. Luke's (Edgemere, MD).

I am a member of such organizations as TCA, WB&A, Capitol Miniature Auto Collectors Club, Baltimore Antique Bottle Club (am on Board of Directors), Hummelstown (PA) Historical Society (life member), Macungie (PA) Historical Society (life member), New Holland (PA) Area Historical Society, Seashore Trolley Museum (ME), New England Moxie Congress (life member), Museum of Bus Transportation (PA) (life member), Antique Toy Collectors

of America, Antique Advertising Association of America, American Truck Historical Society, amongst others!

I enjoy my hobby adventures, and would be proud to serve on the WB&A Board of Directors.

Candidate for Board of Director

### Thomas Salen

I have always loved toy trains. As a child I receive my first push trains I believe they were Marks at the age of three. As I got older, I was allowed to play with dad's Lionel Trains, and then finally my own HO Trains.

I joined the WB&A in 2003, and was involved with kids' corner and registration for the 2010 convention.

I was then elected as a board member in 2010, 2012 and 2014 elected to vice president. In 2015 was elected as a board member again, and asked to fill in for Glenn in 2016 as treasurer. In 2017 elected to treasurer. Elected to president in 2019 and 2021. In 2024 became past president.

I'm currently running to fill an open board position in 2026. I wish to stay active on the board and help to support club activities.

Candidate for Board of Directors

### Robert Relyea

Resume not available at time of printing.  
s in the future.

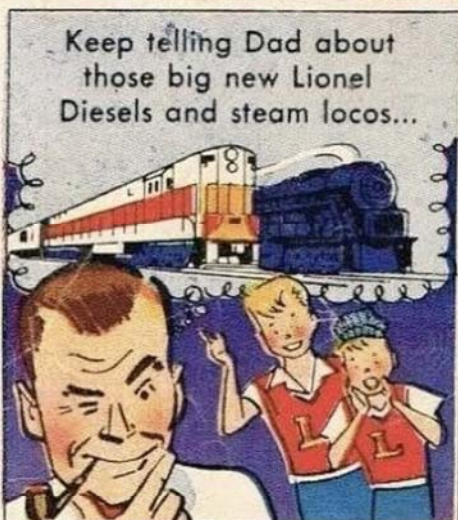
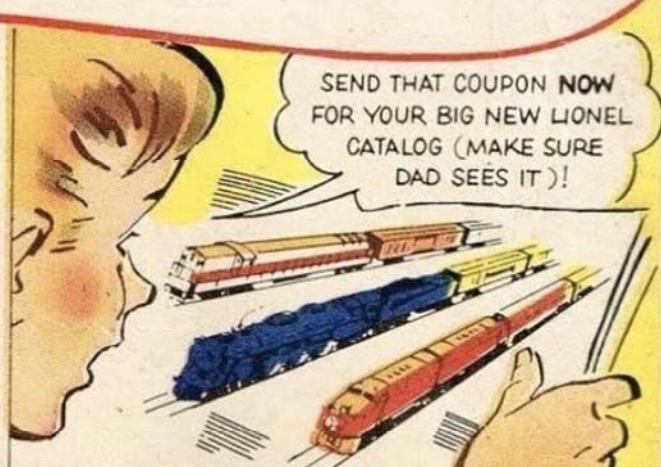


It looks like Covid is surging again, and supplies of vaccine are starting to ship again!





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