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Jan.—Mar. 2026

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

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<i>In This Issue</i>	<i>Page</i>
President's Message	1
Treasurer's Report	2
Remembering Dan Danielson	2
The Next Generation of Model Railroading	3
A wonderful little book...	4
The Ma & Pa Railroad	5
Too Fast?	6
Cat-astrophic event	6
Peanuts	7
Amtrak Acela Liberty	8
Union Pacific Plans	8
GIRLS LIKE TRAINS, TOO!	10
Annmarie Gardens	11

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



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

President's Message

To The WB&A Board, with all due credit to Frank Sinatra:

And now my friends the end is near
And so I face the final curtain.
Fellow members, The track is clear,
To serve you all was fun of that I am certain.
I've collected trains and now my house is full,
I've traveled each and every railway.
and more, much more than this,
We did it all with the WB&A.

Regrets, though they are very few,
But then again I will not mention.
We did what we had to do,
And saw it through without exemption.
We planned and charted our course,
Each careful step along the Railway
And more, so much more,
We did it the WB&A Way.

I thank each and every officer and Board member for their dedicated hard work and service for WB&A Train Club. As I stand at the brass rail of my final Observation Car, I look forward to continued service as your Past his Prime President.

John Buxton





Treasurer's Report as of Dec. 1, 2025

By Michael Ackerman

The Chapter's financial activities for Jan. 1, 2025 through Dec. 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 — Dec. 1, 2025 \$30,173

	Income	Expenses
Train Meets	5171	5397
Membership:		
Dues — 2024	195	
*Dues Prepaid — 2024 (197)	2955	
Dues — 2025 (97)	1467	8
*Dues Prepaid — 2025 (73)	1095	
Dues — 2026 (24)	363	
*Dues Prepaid 2026 (1)	15	
Dues—2027 (1)	15	
Meetings		
Supplies		160
Social Activities	96	876
Trolley—((1 Issues)		147
Election		
Board		
Web Site (5 Years)		1379
Donations	15	
Supplies		204

* 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.

Remembering Dan Danielson

Back on November 5, 2005, WB&A President Dan Danielson called the meeting of the Board of Directors to order, made his opening remarks and welcomed those in attendance including Glen MacKinnon, Debbie Geiser, Carol McGinnis, Bob Heine, Fred Krochmal, Frank Vacek, and Bob Drake. This was but one of the many instances when Dan grabbed the reins of leadership to further his deep passion for toy train collecting.

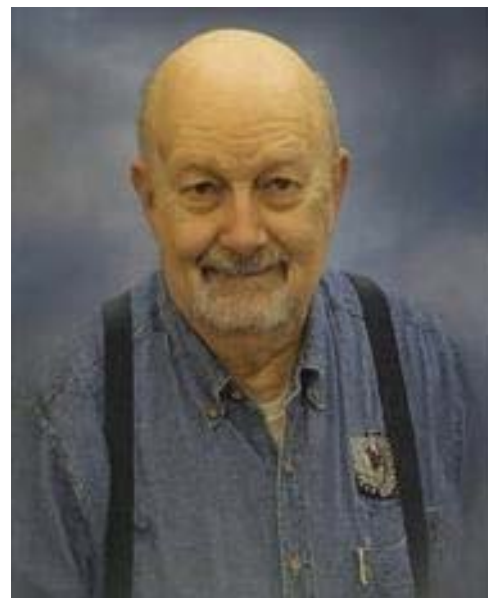
Dan Danielson passed away on July 19, 2025. Dan had 32-year career with Proctor & Gamble. In retirement,



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.

he owned Toy Trains & Collectibles, a full-service model train shop, in Manassas, VA. He was a train collector/ operator, and very active in Train Collectors Association. He and his wife, Hope, were both natives of Alexandria, VA before they moved to Gainesville, VA. They were married more than 62 years and have three children and six grandchildren, all living locally.



On November 8, 2025, WB&A members had an opportunity to share their memories of Dan Danielson.

The purpose of the event was two-fold. First, was the WB&A General Business Meeting. Board member Ron Edwards graciously scheduled the event at the Sydenstricker United Methodist Church in Springfield, VA and provided delicious refreshments. Several attendees brought railroad-related items for display and sale. The meeting included the welcoming of new board members for the coming term including, Bob Relyea, Al Marotta, Tom Vojir, and Stuart Hirsch.



At the conclusion of the business portion of the event our attention turned to remembering Dan Danielson's many leadership roles promoting the hobby to new audiences. He was the Past President of the Eastern Division of the Train Collectors Association (TCA). Dan played a key role in developing and managing the Eastern Division's display layout at national events, most notably designing a highly interactive multi-gauge operating layout for the "World's Greatest Hobby on Tour" in 2006. He also coordinated the Division's participation in a 2008 show in Hampton, VA, where more than 25,000 attendees experienced the exhibit, resulting in significant interest and new memberships.

Dan often related three fundamental qualities of the hobby he loved so much.

1. Trains are fun for the whole family. They are colorful, and have many special-feature action cars to attract attention. Toy trains are easy to understand and operate. Junior and Sis can be in control and enjoy impressing Mom, Dad, and everyone else. Playing with toy trains brings the family together in the home. And, one doesn't need secret (magic) computer codes to play along. Remember: Girls like trains, too!
2. Trains are safe for children ages 2 to 100+ when used as intended. They pose no health problems, and only a very remote chance of mild electrical shock. There is no violence associated with toy trains!
3. The toy train hobby can lead to interest in

transportation and other industries related to railroads. As we all know, the transportation industry is not only indispensable, but a major private and federal employer.

Fittingly, Saturday, November 8, 2025 was WB&A's opportunity remember Dan by sharing stories about our experiences with Dan. Highlighting this session was Dan's wife, Hope, commenting on the pictures mounted on our "Thanks Dan" display.

Finally, together with his wife Hope, Dan also maintained one of the hobby's most diverse private Lionel collections. There is an excellent video available on YouTube of visit to the Danielson's layout.

Below is the YouTube link to Dan Danielson's train layout video.

Note: You may see an ad first.

<http://www.youtube.com/watch?v=dnBetrusOc0&t=110s>



The Next Generation of Model Railroading

Bob Gray

A few years ago Model Railroader magazine carried an article by Bryson Sleppy on the views of young people in the hobby and their thoughts about the next generation of model railroading. Bryson asked, "What is your vision of the industry/hobby 20 years from now. Below are responses from four young adult rail enthusiasts.

Hopefully, the WB&A Train Club will still be active 20 years from now. I offer these young people's views to you at this time in hopes that we can begin to incorporate some of their ideas into our future planning.

Response #1

I think a lot is going to change, not just as a result of the changes in the hobby, but also changes in how our lives function. For instance, I think we are going to see a lot less of the big regional or national conventions (not that they are going to go away completely). However, I do think we are going to see a lot more local scale conventions where maybe a dozen people bring modules and trains to run in a relatively small space and set up and run for a day. Maybe in a town where a local retailer exists so they just hop over a couple of blocks to the store rather than having a retailer set up a booth. This will be easier from a scheduling and financial standpoint for all involved than the big conventions are currently.

I also think we are going to see a lot more "homegrown" stuff, given how prevalent 3-D modeling skills are and how accessible 3-D printers have become. I am currently looking to use a 3-D printer for just this. I plan to have a layout with a port, however the ship I want to dock there, the NS Savannah (A fascinating little ship if you've never heard of it) does not exist in model kit form

in a scale which would be suitable for an N scale layout. So, I am attempting to find a good 3-D model of it which I can then print on my 3-D printer so I can have it sitting in a port on my layout.

Response #2

I personally think there's a very bright future ahead, as I notice many young modelers are entering the hobby and new products emerge every year that make our lives easier. I think there will be a shift in what we see modeled; namely a greater emphasis placed on creative new ideas rather than repeating somewhat cliché themes (an example being the transition era Fallen Flag layout). Modelers traditionally would re-create what they saw as kids, but I think many of us young guns take an interest in many different eras and locales regardless of whether we experienced it firsthand or not. In my case with the Flushing & Brooklyn, I deliberately wanted to depict an era I could never see but always thought was extremely interesting. Modeling the era gave me the chance to bring static images from contemporary paintings and drawings to life.

I also believe that there will be a shift overtime in layout sizing, as many younger modelers have more limited space available for their hobby. I don't believe the old school basement sized-mainline layout will disappear entirely, there will always be a time and place for them, but I think we'll see more switching and compact designs emerge offering some fun new creations to marvel at in future issues.

3. Response #3

Twenty years from now, I hope to see the model railroad hobby reinvigorated with new modelers and collectors, and that the industry will be able to meet these new model railroaders with new products and technologies that make it easier to get started. I expect we will also see demand for continually higher-detailed and more prototypically accurate, ready-to-run models. I always tell people that Bachmann strives to offer a wide variety of products that appeal to both brand new model railroaders and experienced hobbyists, and we plan to continue this strategy for many years to come.

4. Response #4

I believe there will be more standardization from the manufacturers with regards to electronics and I see this traversing scales. I also see more open source, niche products forming via crowdsourcing. The models will always be familiar, as we are working from historical footprints.

The dioramas will always vary from highly artistic composition to minimalist loops. I see Generative AI making its way to the hobby. More input from customers on paint schemes and even the models themselves.

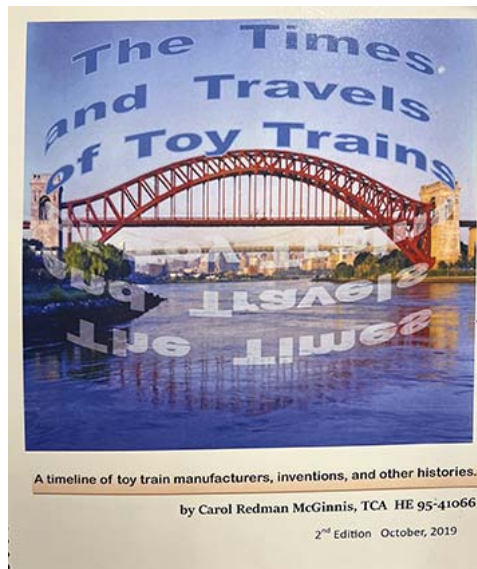


A wonderful little book...with SOOOO much MODEL TRAIN HISTORY!

By Doug Campbell

This slim 55 page 8x10 book is truly a MUST for your toy train library! THE TIMES & TRAVELS OF TOY TRAINS by our member, and TCA Past President, Carol Redman McGinnis, contains such a WEALTH of history about our hobby, and our TCA club, that after a couple of readings, it is just hard to take in so much information! Along the bottom of many pages is the whole history of TCA, and along the top page Carol has inventoried a most complete history of the toy train industry and related hobby history year-by-year. There is included a wonderful and complete GAUGE CHART, listing the extensive range of gauges in model trains, and includes manufacturers names of the various gauges and their start-up years. Two complete pages explains the differences between GAUGE and SCALE, including a very detailed GAUGE DESCRIPTORS listing. The book is spiral bound, so handy to lay flat to use as a reference...and has lots of historical photographs of the Redman family history, showing such fascinating historical glimpses into our hobby's past history!

You will certainly find that this is a book you will pick up many times as a reference about our great toy train hobby, and print versions of the book are available by contacting carol.mcginnis74@verizon.net



As Carol mentions in her text—find a year, such as your birth year, or any year of personal interest, and discover what was happening with toy trains...and our hobby...you will be DELIGHTED at what you might discover in your "TIMES & TRAVELS" !!



The Ma & Pa Railroad

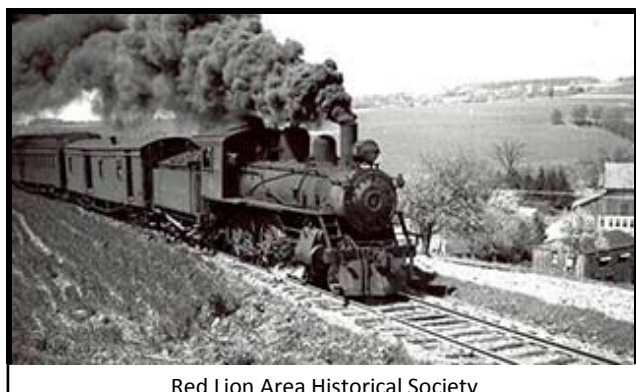
Joseph Lechner

The Maryland & Pennsylvania Railroad was formed in 1901 by a merger between the Baltimore & Lehigh Railway and the York Southern Railroad, both of which were originally built to 3' gauge. These two predecessor roads converted to standard gauge between 1898 and 1900.



re-drawn from

Affectionately dubbed "Ma & Pa", the 77-mile short line hauled passengers, mail, coal, quarried stone, and furniture over a picturesque right-of-way with steep grades and sharp curves. It faced stiff competition from the former Northern Central Railway (by then a division of the Pennsylvania Railroad), whose own route between Baltimore and York was only 56 miles.



Red Lion Area Historical Society

Circa 1928, the Ma & Pa replaced its steam-hauled passenger trains with more economical gas-electric cars. According to the Maryland & Pennsylvania Railroad Historical Society, at least three different motorcars were roster #61.

A McKean car was briefly tested in 1909 and evidently was unsatisfactory.

A car was ordered from The Russell Company in December 1922. After a few weeks of operation, this #61 was returned to the manufacturer with a broken wheel. A second car was ordered but never delivered.

The third #61 came from Electro-Motive Company in March 1927. Its 275-horsepower Winton prime mover allowed it to exert 15,100 pounds of tractive effort. #61 seated 67 passengers and usually towed a trailer for baggage and mail.



Maryland & Pennsylvania Railroad Historical Society



#61 at York

west2k.com

Highways and the Great Depression took their toll on the Ma & Pa, but the final blow was loss of their U. S. Mail contract. The last passenger runs took place August 31, 1954. By that time, the little railroad operated just one train in each direction. Northbound train #1 left Baltimore at 6:40 a.m. and reached York at 10:50 a.m. It made 23 scheduled intermediate stops, and could potentially have as many as 31 flag stops. Southbound #2 left York at 1:10 p.m. and arrived in Baltimore around 5:20 p.m.

#61 was sold for scrap in October 1955.



Lionel #2235070 from former MTH tooling (2022)



former Ma & Pa depot at York (built 1907) is currently used by York Housing Authority. ©Jim Spears (2010)

Ma & Pa abandoned most of its Maryland trackage in 1958, but soldiered on in Pennsylvania until 1984.



Former Ma & Pa Station in Glen Arm, MD has recently been renovated as The Roast. Coffee and Café at Glen Arm Station
Google.com

A segment of former Ma & Pa right-of-way between York and Hanover is currently operated by York Railway (a 48-mile short line owned by Genesee & Wyoming).



Lionel #6-52037 (1994), for the 40th TCA national convention
Trainz.com

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

or on the Chapter Web Site. Send via e-mail to: pullenp@gmail.com

**DEADLINE FOR SUBMITTING ARTICLES
FOR Apr.-Jun. 2026 TROLLEY
Mar. 10, 2026**



Cat-astrophic event.



All train services have been annulled for the rest of the day.

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.)





The following article is reprinted with permission from the TCA-sponsored Toy Trains Mailing List. <http://groups.io/g/toytrains>

Peanuts

The first Peanuts comic strip was published October 2nd 1950. It appeared in just nine newspapers: the Allentown (PA) Morning Call, Bethlehem (PA) Globe-Times, Boston Globe, Chicago Tribune, Denver Post, Minneapolis Tribune, New York World-Telegram & Sun, Seattle Times, and Washington Post.



Britannica

Over the next fifty years, Charles Monroe Schulz would create nearly 18,000 daily strips. At its peak of popularity, Peanuts appeared in 2,600 papers in 75 countries, and was translated into 21 languages. Schulz never liked the title, complaining that it lacked dignity. Reprints of his work in book form usually included the name Charlie Brown or Snoopy in their titles.

Schulz reportedly named the Charlie Brown character after a colleague at Art Instruction, Inc. in Minneapolis, where they both worked in the late 1940s. He first used that name in Li'l Folks, a weekly cartoon that appeared in the St. Paul Pioneer Press.

Schulz's first animated TV special, A Charlie Brown Christmas, aired on the CBS network on December 9, 1965. Many more would follow, including an eight-part miniseries This is America, Charlie Brown that aired during the 1988-1989 season. Each installment presented a significant moment in U.S. history through the eyes of the beloved cartoon characters. Episode 5, The Building of the Transcontinental Railroad, aired on February 10, 1989.



Who else but Snoopy's alter ego, "Spike", would be permitted to drive the Golden Spike?

watch an excerpt here:

<https://www.youtube.com/watch?v=P4qYUnm4ZYY>

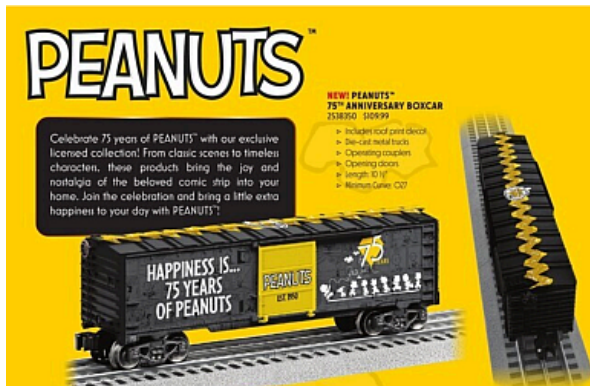
Schulz often predicted that Peanuts would outlive him. The cartoonist died February 12, 2000.

His last-ever strip ran in papers the following day. United Features Syndicate honored an agreement with Schulz that no other artist would ever be permitted to draw Peanuts strips. Hence, newspapers have been printing reruns ever since.

The Charles M. Schulz Museum and Research Center opened on August 17, 2002 in Santa Rosa California.



Lionel LLC celebrates this significant milestone with two 6464-sized Peanuts box cars, an animated aquarium car, and two bump-and-go trolleys.



roofwalk of Lionel #2538350 replicates the pattern on Charlie's ever-present tee-shirt.



Lionel #2528800 features an illuminated screen with a different image on each side.



characters from the Charlie Brown Christmas special dance inside Lionel #2528810.



Joseph Lechner

Amtrak Acela Liberty John Buxton

August 28 was the first day of public operation of the Amtrak Acela Liberty (Next Gen) Trains. I took the opportunity to ride the mid day departure from Baltimore to DC, and was duly impressed with the new train. It accelerated quickly and rode smoothly down the track. I got a quick bite and drink from the Cafe Car and enjoyed speaking with the Amtrak Public Relations Representatives on the train. Seats were pre assigned when I purchased my ticket and there were many choices available. We arrived on time in DC next to an original Acela on the upper level and quickly detrained (photo attached). After a quick lunch at McDonald's I caught an Amtrak Regional back to Baltimore. Definitely a fun outing.



Union Pacific plans to send the Big Boy from coast to coast for America's 250th

By Bill Stephens
Trains Magazine
October 24, 2025

The transcontinental trip in 2026 would celebrate 250 years of American independence

OMAHA, Neb. Union Pacific plans to send Big Boy No. 4014 on a transcontinental trip next year as part of the



Union Pacific Big Boy No. 4014 departs Marshall, Texas, in November 2019. Jim Wrinn

nation's 250th anniversary celebrations.

"I want to run Big Boy across the country," CEO Jim Vena told Trains on Thursday.

Vena says that he's had discussions with Norfolk Southern CEO Mark George about hosting what would be the Big Boy's first trip in the East since the 4-8-8-4 rolled out of the Alco plant in Schenectady, N.Y., in 1941.

UP is working through the details of operating the 1.2-million pound locomotive off of home rails, including timing of the trip and whether the 4014 would head west from its Cheyenne, Wyo., base to Oakland, Calif., first or steam east.

Either way, the goal would be to run the Big Boy from coast to coast.

"It is a little complicated," Vena says. "But I think it would be a great, great historical movement for America's 250th birthday to move that steam engine, the biggest operating steam engine in the world, across the country. I think it'd be real cool."

UP retired No. 4014 on Dec. 7, 1961, and donated the locomotive to the Railway & Locomotive Historical Society, which put the Big Boy on display at the Rail Giants Train Museum in Pomona, Calif. UP reacquired No. 4014 in 2013. It was moved to the UP Steam Shop in Cheyenne, where it was restored to operating condition. The Big Boy returned to service in 2019 in time for the 150th anniversary of the completion of the transcontinental railroad.

In celebration of the U.S. bicentennial in 1976, Ross Rowland assembled the American Freedom Train, which barnstormed across the country behind steam from April 1, 1975 through 1976. The 26-car train was hauled by three different steam locomotives as it visited all 48 contiguous states: Former Reading 4-8-4 No. 2101, former Southern Pacific 4-8-4 No. 4449, and former Texas & Pacific 2-10-4 No. 610.



The **WB&A Train Club** thanks the following for their support of the 2025 Springfield Toy Train Show & Sale.

1. **DC Rail and Hobby Depot** - Donated ten hopper car freight loads in O and HO scale and three O scale vehicles. DC Rail and Hobby manufactures handcrafted freight loads (all types) for all scales.

Website: www.DCRailAndHobby.com

2. **Cowcatcher Magazine** - Tim Blackwell / Editor & Publisher - Donated 50 copies of the Cowcatcher magazine (Sep/Oct issue); also for Arbutus show

Address: P.O. Box 176, Keller, TX 76244

Website: www.cowcatchermagazine.com

3. **Richmond, Fredericksburg & Potomac Railroad Historical Society** - Donated 25 issues of its quarterly publication on the RF&P Railroad

Website: www.rfandp.org



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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



GIRLS LIKE TRAINS, TOO!

Hope Danielson

TCA 70-3366

WB&A 292

In addition to enjoying my collection of Classic Lionel Standard Gauge trains from the 1920's and 1930's, I love REAL Trains!

I grew up on Sunset Drive in Alexandria, VA...just a few houses down the street from the train depot...in the steam era.

Back then, in the 1940's, my friends and I played outside all day, playing in sand boxes, climbing trees, racing pedal cars and playing hop-scotch on the sidewalk. We got dirty...especially when you add in the soot from the steam engines passing by! We always got a bath before supper.

I learned to tell time by the trains that passed our house. The C&O 'orange engine' passed by at 4:10 pm. Trains were on time back then!

Most of the men on our street worked for railroads. When I was old enough to cross the street by myself, housewives sometimes paid me a nickel to deliver lunches, in large brown grocery bags, to their railroading husbands when their trains came through Alexandria. A nickel bought a popsicle from the ice cream truck!

I learned about the different kinds of trains and what they carried as our family enjoyed evenings sitting on the hillside at the station watching the trains pass by. Life was simple! If we knew the engineer or Railway Express agent, we got to sit in the locomotive or baggage car for a minute of two. What a special treat!

My family and I once became "hobos-for-a-day." With the permission of 'railroad authorities'/friends, we climbed aboard an almost-empty baggage car in Alexandria and rode to Union Station in Washington, DC to watch the inaugural parade for President Dwight D. Eisenhower. Such fun! We went home on The Crescent.

It was 1976, the year of America's Bi-Centennial celebration, when I had the opportunity of a lifetime for a woman who loves trains--real and toy. Having worked for Southern Railway System for eight years BC (before children), and knowing who to ask, I was given the opportunity to volunteer with the crew of a Southern Railway steam excursion from Alexandria to Front Royal, VA.

I borrowed overalls from a neighbor, tied a bandana around my hair, grabbed a pair of goggles and a pair of work gloves, and climbed aboard. A crew member gave me another bandana to wear around my neck to cover my nose and mouth. Coal cinders can be dangerous! As I was the only woman on the crew, it was suggested that I enjoy the ride to Front Royal, and work my way back to Alexandria. Down hill!.

So, along with another volunteer and a railroad official, I rode to Front Royal in the tool car. The doors were open, but had 2" x 4" boards nailed across the opening. We stood in the open doorway and waved to the people along the way that had come to watch the steam train chug noisily by with the whistle blowing. People crowded on old station platforms and lined up along the track, many taking photos of the amazing steam engine.

The layover in Front Royal provided time for visiting with smiling people who came to see the steam train. The crew/volunteers and railroad officials had pictures taken in front of the locomotive. I got a sandwich and a Coke at a dingy bar across the street. It was a beautiful, sunny, warm day...just perfect for a steam excursion.

Time to return to Alexandria. I was assigned the job of "cuttin' coal" (shoveling coal from the back of the tender to the front) so the fireman could shovel it into the red-hot boiler. Hard work! There were two of us doing the job, and it was difficult to keep up with the hungry mouth of the bright-red-hot-fire-burning boiler. The fireman looked like he was dancing as he shoveled the coal in the boiler. I loved every shovel-full of coal I tossed forward to him!

My family--parents, husband, children and friends met the returning excursion train in Alexandria. I was a mess. I was covered in cinders and coal dust from the top of my bandana-covered head to the bottom of my once-white Keds. When I removed my goggles, I looked like a raccoon. After the paying passengers left the train, my family boarded the tool car for a ride to the yard. A few more photos in the yard, and I was ready for home and a HOT shower! What a grand day!

The locomotive that powered that steam excursion was the famous Southern Railway 4501. The engineer was Billy Payne, who lived across the street from us.

Fast forward to 2019.

Along with several family members, my husband, Dan, and I went to Chattanooga, TN for a steam excursion from Grand Junction depot in Chattanooga to Summerville, GA. The steam engine pulling the excursion was the 4501 (owned and maintained by the Tennessee Valley Museum). It was a fun trip, with lunch in Summerville. When we returned to Chattanooga, we hung around the yard getting a close-up view of the beautiful steam engine, and talking with the crew. My grandson, Matthew, told the crew about my coal-cutting day on the 4501 back in the day. The friendly crew invited me into the locomotive cab. I excitedly climbed the steps up the side of the locomotive. After an explanation of gauges and throttles, and a look into the firebox, I thanked the crew joyfully and prepared for the climb down the steps to the ground. But, wait...the crew insisted they drive to a nearby platform where I could disembark in a safer manner. Fun! Fun! Fun!





Eleven elves showed up and worked for two and a half days to set up this O-scale 2025 train display at Annmarie Gardens. The show will be open from December 3rd until the 17th. Included in the eleven elves were WB&A members Rich Coleman, Doug Minard and George Leah. The display includes six trains, one Super Street, a monorail and numerous animations provide plenty of entertainment for visitors.





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



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 or use the QR code at right to reach the website.

If you have any questions contact Bob Gray at 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 _____