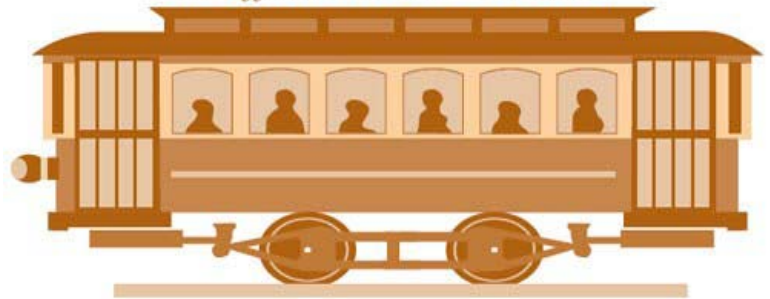


*“The Trolley”
The Official WB&A Newsletter*



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

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Oct.-Dec., 2012

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From the President's Desk

IT'S TRAIN SEASON AGAIN

I hope all of you in our WB&A family had a great summer. By the time you read this, summer will be over and we are entering fall or, as I like to call it, "Train Season". You didn't know there was a train season? Well, think about it. Summers are filled with vacations, yard work (this one takes over my summer), outdoor activities, barbecues, family outings to amusement parks, little league games, etc. It's over now and we can get back to our beloved trains and best of all..... TRAIN MEETS!!!! Yes, that's what train season is, a time to range near and far in search of that steam engine or that passenger car set we've been searching for. As you read this we are getting close to the granddaddy of all train meets, York. Although York is certainly a train meet, it is much more than that to those of us who have been in the hobby for several years. I never realized how much the Eastern Division York Meet meant to me until I could not attend one year when I had to attend a family wedding I just couldn't fib my way out of. Missing the meet just once got me thinking about how much more we do at York than just buy trains. When we attend York we renew old friendships, make new friends and forget about the pressures and demands our daily lives may force upon us. We can put all this aside for a few days and have fun playing with (and buying) trains like young boys again until we have to return to the real world and deal with the struggles life forces upon us.

Most of us go to York with a friend or two who may share our interests in the Hobby but the meet offers a much greater opportunity. I have brought a few friends who were interested in toy trains to York to see if this might spark their interest. Anyone who has brought a friend with them knows what happens, they are amazed and transfixed by what they see. They are dazzled by acres of shiny trains and accessories that bring out the best in all of us. Almost all of the friends I brought with me joined TCA and WB&A. My point of all this is getting you to think about using York as a recruiting tool to bring train lovers to TCA and WB&A. Have you known anyone who was not flabbergasted at what they saw and experienced? York is the greatest means of recruiting we have available to us and we should make greater use of it in bringing more members to TCA. Who can resist? If the public could see the wonders of our meet, it could significantly swell the ranks of TCA. Perhaps it is an idea whose time has come but that is a topic for another day.

So, the next time you head north to "The Greatest Train Meet In the World" think about inviting that friend or relative who marveled at your layout with all the bells and whistles (literally). You may find a new friend to play trains with and expose them to a world of magic and fun they didn't know existed. See you at York.

Art Tate President, WB&A Chapter TCA





Treasurer's Report as of Sept., 2012

OK, summer is over and the leaves they are a changing, along with the season. It's time to remove the "stuff" that has piled up on the trains over the past months, vacuum up the dust and get them cleaned, oiled and running. There are lots of great layouts out there in WB&A world. We want to see them in operation. Think about hosting an open house for WB&A members. Once the date is on the calendar, you'll be motivated to get your pike in top flight running order. Let your talent show thru. I've never seen a layout, no matter how large or small, that I didn't like. I never visit a layout without coming away with at least one good idea. Now is the time to share those ideas. Nobody is getting any younger! If you are interested, contact me. The Chapter's financial activities for Jan-Sep 2012 are summarized below. If you have any other questions or comments feel free to contact me at 703-927-9843 or glen.makinnon@verizon.net.

Check Book Balance – January 1, 2012	\$39,093.22
Check Book Balance – July 20, 2012	\$35,048.22

Significant Activities January 1, 2012 thru September, 2012

	Expenses	Revenue
MD Armory Mar2012 Meet	2925	3854
MD Armory Mar2013 Meet	200	0
Kena Temple Dec2012Meet	165	0
Membership Dues 2012	173	4502
Membership Dues 2013	100	396
Newsletter 2012 (President)	286	0
Newsletter 2012	676	0
Other Mailings (Eblast, Bus. Mtgs, Swap Meet)	1053	0
Kids Korner	0	490
Tracker & N-Track Gifts		
Door Prizes for Swap Meets	766	0
Swap Meet	155	0
Train Set for Drawing	558	820
WB&A Layouts	797	0
WB&A Trailer	2782	0
Miscellaneous Expenses	67	0

Greenberg Train Show at Chantilly Caps Off Busy Summer of Model train Activities

By Chip Deyerle

<http://daysofsteam.com>

The Dulles Expo Center, just off Virginia Route 28 and in the shadow of Dulles International Airport hosted the last Greenberg show for 2012 at Chantilly. The parking lot, as usual, was crowded on the first of a two-day show. Lots of tots, model train collectors and model enthusiasts were crowding through the door just prior to lunchtime.

Some of the highlights of the show had to be the hand-powered cars set up for kids to propel around a railed track. Seated, the kids propelled the "railcar" on which they were riding by turning what looked to be a bicycle gear by hand. They appeared to be having great fun and a lot of excess energy was burned off.

At the back of the show room, a single bicycle was set up with a small bike generator which powered up a small train layout and caught the attention of several children.

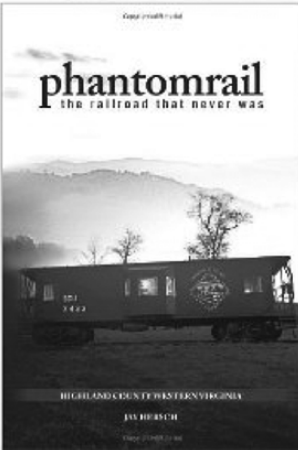
Unique to this show was a Z-scale train lay out which is actually almost half again as small as N-gauge. In the future, a maintenance yard will be added to the layout. Amazingly small, this miniature model train would seem to be very difficult to manipulate and the modeler would need to have very good vision in order to couple cars and re-track unit's gone afoul. It seems that Marklin also produces some Z-scale.

Other layouts were also prominently displayed by National Capital Railroad Modelers including N-gauge, HO-gauge, O-gauge, Standard Gauge, and Garden Gauge. The several model railroad clubs who participated are to be saluted for the great train layouts set up and running throughout both days of the show. Tremendous dedication to modeling and great attention to detail was very obvious as was the care and the operation.

This show also provided great opportunities for vendors to sell their equipment. Some dealers and collectors were willing to deal, while others stuck to some very inflated prices for what they were trying to sell.

Thankfully there was at least one author present – Jay Hersch. Jay's new book was available, entitled "Phantomrail-the railroad that never was". This is a story about Highland County, Virginia, and the many efforts made by the county to attract rail service to one of the most beautiful spots in America, nestled in the famed Blue Ridge Mountains of Virginia. Jay has skillfully written this short masterpiece based on his research of many sources, including interviews

and official county records. You can obtain a copy of the book in paperback or kindle through Amazon.com.



If you are interested in perhaps the widest range of railroad books and publication, go to the website www.railroadbooks.biz and check out the listings provided. Chuck@railroadbooks.biz is the e-mail; address to use if you need help locating a book on railroading.

While the Dulles Expo center wasn't exactly full, there were a lot of people throughout both days. The Greenberg Train Show should return in mid to late January of 2013.

The next big shows coming up are the National Collectors Club shows as follows;

The Toms River Train and Toy Show – Sept 23, 2012
Elks Lodge, 600 Washington street, Toms River, NJ (Sunday)

The Wayne Train Show - Wayne P.A.L. Hall, Wayne, NJ – September 30, 2012., Bick NJ – November 4, 2012

August 27, 2012

Standard Gauge Study Group:

Lionel 8, 10, 318 and 380

By Bruce Greenberg

Nineteen collectors participated in the June 2 study session: Clem Clement, Don Conard, Ray Cook, Jeff Dulberg, Tim Ely, Doug Gordon, Philip Graves, Bruce Greenberg, James Hall, Norm Henderson, Jim Kinder, Chick Little, Karl Rammling, Charlie Reynolds, Trip Riley, Paul Russell, George Sharp, Randy Unger and James Warrington..

We examined 44 Classic Era Standard Gauge electric locomotives; No. 8 (18 locomotives), No. 10 (10 locomotives), No. 318 (9 locomotives), and No. 380 (7 locomotives),

The Classic Era Standard Gauge locomotives generally followed a similar pattern of development from early to late production. For example:

1. Super Motor: large gears to small gears.
2. Headlights: celluloid insert or strap headlight to gold painted diecast.
3. Couplers: hook, Type 1 latch, Type 2 latch and Type 3 latch. All latch couplers came with and without slots.
4. Manual reverse to pendulum reverse to drum reverse
5. Motor brush plate: metal to phenolic
6. Nickel finished trim to brass finished trim
7. Collector assemblies: hour glass shaped spring to uniform (straight) springs.
8. Other features changed in an orderly way.



Door Prize for November 2012 Swap Meet (WB&A Members Only)
6-88389 Virginian Rectifier Set Convention Classic



Road Number: 2329: Gauge: Traditional O Gauge
Dimensions: Train: 5 feet 6 1/4 ins. long; RailLine: Virginian

Minimum Curve: O-31
Set includes

No. 2329 Virginian Rectifier-Type Electric Locomotive

No. 6800 Airplane Car

Rectifier Features
Electronic horn and bell with volume control
Interior light
Traction tires
Operating doors on boxcar
Interior light in caboose
Die-cast metal bar-end style trucks on atomic energy car and caboose and Die-cast metal AAR-style trucks on Allis Chalmers car, flatcar and boxcar

No. 6805 Atomic Energy Disposal Car
No. 6464-500 Timken Boxcar

Pullmor Motor
Die-cast metal trucks and operating couplers
Operating headlight
Freight Car Features
Two glowing candelers on atomic energy car
Window Inserts and smokestack on caboose

No. 6519 Allis Chalmers Car (dark orange version)
No. 6357 Cupola Caboose

Electric Unit with Direction lock
Metal frame
Magne-traction
Operating couplers
Removable airplane with folding wings on flatcar

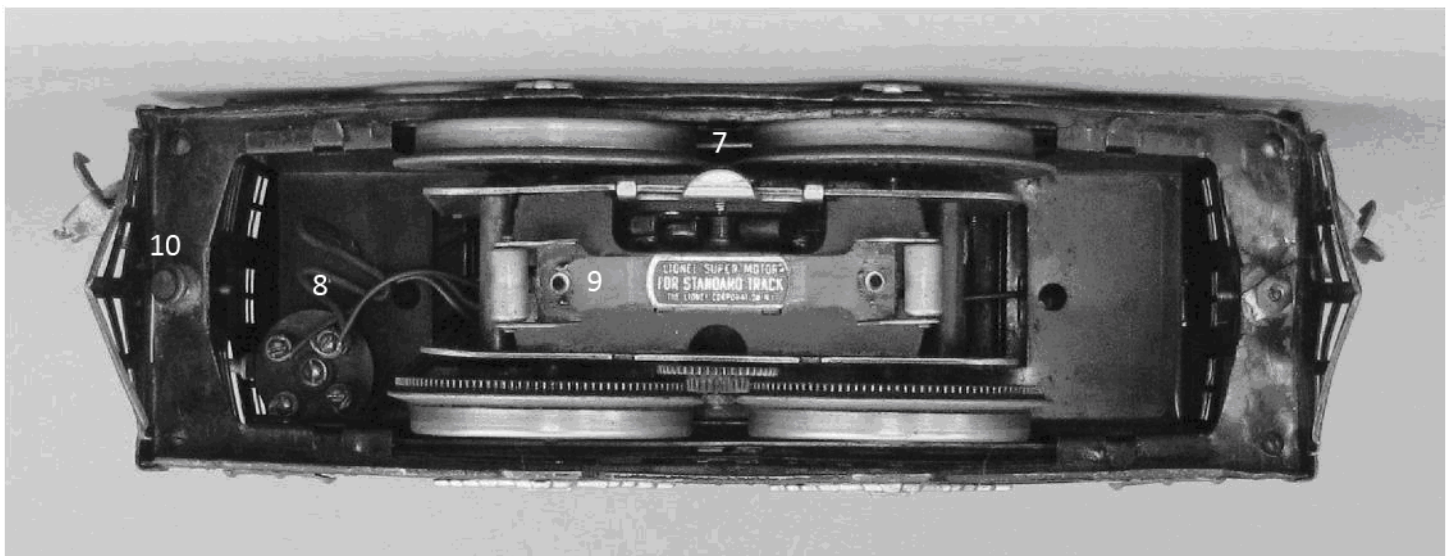
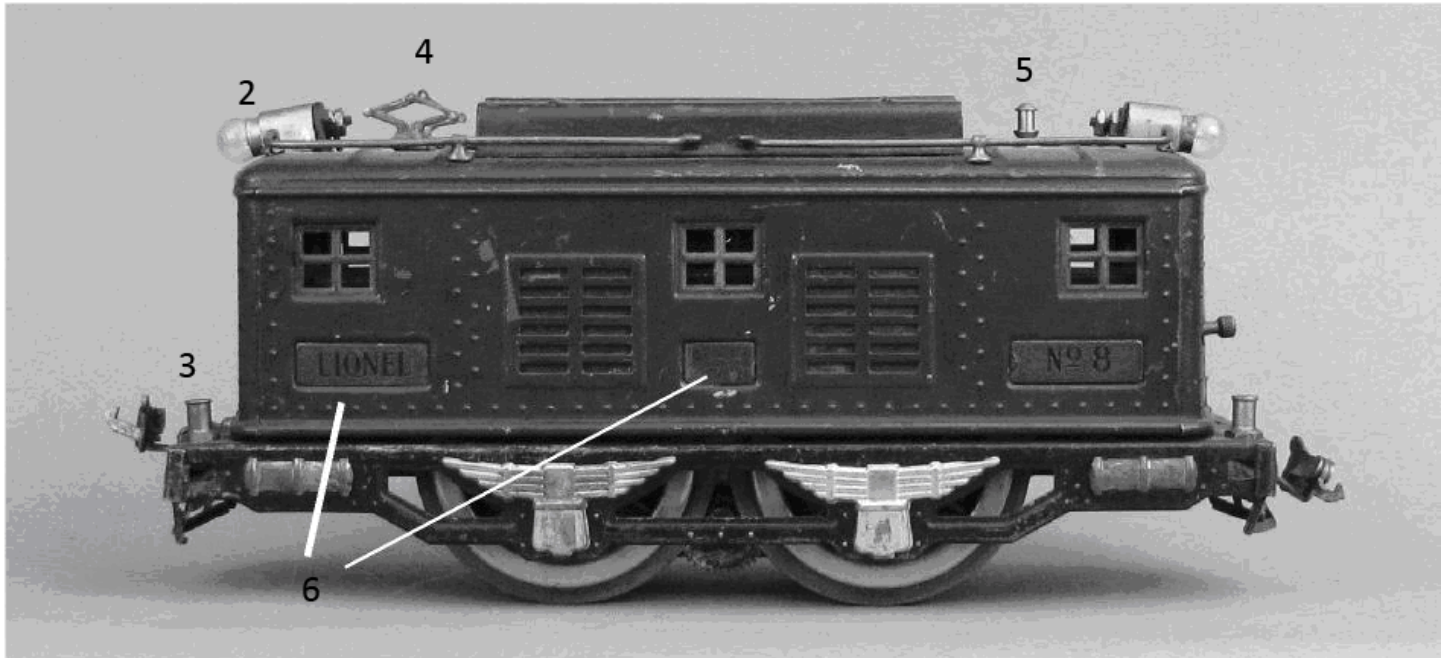
The Lionel 8 is the most common Classic Era Standard Gauge locomotive. Consequently we had more Lionel 8s to study which resulted in an 8 page report. The first page of the Lionel 8 report follows. The earliest No. 8 is of special interest because it has features that distinguish it from later production. The most important feature is its Super Gear motor with large gears.

Classic Era Electric Locomotives: No. 8

This is a model from 1925, the first year of No. 8 production.

Standard Gauge Study Session

The next study session will take place on Saturday, November 10, 2012 in Alexandria, Virginia from 10 am to 2 pm, sponsored by Clem Clement and Bruce Greenberg. Lunch will be provided. We will study six Classic Era Standard Gauge locomotives and their "E-unit" variants: Nos. 384, 385, 390, 392, 400, and 1835. These locomotives all came with Bild-A-Loce motors. We know there are at least 3 major versions of this motor. Our goal is to relate the changes in the motors and frames to color and trim, and then to better understand Lionel factory production. Please contact Bruce Greenberg at 703-461-6991 or write brucegreenberg1@gmail.com for more information.



- | | | |
|--|--|-----------------|
| 1. No. 8 locomotive, maroon body | 7. Large gear Super motor with brush plate with nickel tab | over side frame |
| 2. Strap headlights | 8. Type 5 manual reverse (black fiber) with knurled nickel finished knob | |
| 3. Four nickel finished flagholders, partially threaded | 9. Pickup spring has hour glass shape | |
| 4. Brass finished pantograph | 10. Type 1 latch couplers | |
| 5. Small, nickel finished whistle | 11. R. Cook Collection | |
| 6. Brass finished name/ number insert with black lettering | 12. Good: 80 Excellent: 200 Restored: 100 | |

Historian's Corner

Looking back, while keeping the future in focus, is always a challenge. Vol. one, No. one represents the WB&A Spring, 72' newsletter. It represents a humble beginning for this marvelous club. Mr. and Mrs. Tom McConville share their pleasures in collecting. Tom was the WB&A President from 1968 to 1969, while WB&A was still in its infancy.

He liked to collect everything, just as many of us do today. He reports that airplanes and spaceships were not something he would look for.

Each collector, whether young or not so young, whether a new collector, or a not so new collector, whether an operator or not so much an operator, gets some excitement out of trains. Find your excitement, and share it with the rest of us!

Keeping the wheels down and the smoke up,

Respectfully submitted,

Carol Redman McGinnis

WB&A Historian, TCA President



Returning in the next issue
View from the Observation Car
by George Tsakiris

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TOP TEN WB&A BENEFITS

- 1 Fun and Fellowship with you 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 WB&A Swap Meet.
- 6 Receive quarterly the WB&A Newsletter "The Trolley".
- 7 Access to the chapter website - <http://www.wbachaptertca.org>
- 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.

Membership Moments by Bob Ferguson

I am presently accepting 2013 dues from our members. Use the renewal form on page 6 of this newsletter, and mail to Bob Ferguson, 1408 S. Pennington Ln, Annapolis MD 21409. Please include a **Self Addressed Stamped Envelope** and a check or money order for \$18.00 payable to **WB&A**.

Also, please fill out the membership form on page 6 completely so I can update your information: name, address, phone number, TCA # and WB&A #, and your e-mail address.

If you do not update your information, we can not guarantee that you will get all the member benefits that you expect from the WB&A.

Thanks for your co-operation in completing the member renewal form!



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*Chessie SD70Ace Diesel Engine w/Proto Sounds 2.0***

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**Contact any WB&A BOD for tickets.
or send in a separate check with your membership renewal, and
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along with your membership renewal sticker.
(1 for \$5 or 6 for \$25) Only 400 tickets being sold
Drawing to be held December 8th, 2012 at the Kena Temple Meet**

**WB&A 2013 MEMBERSHIP
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Mail to: Bob Ferguson, 1408 Pennington Lane South, Annapolis, Md. 21409 or
in the envelope provided within this newsletter

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Address _____ Apt# _____
City _____ State _____ Zip Code + 4 _____
Home Phone _____ Cell Phone _____
E-Mail _____
Signature _____

Please contact Bob Ferguson at 410-974-0158, 443-223-5645 (cell)
or Leafman65@gmail.com with any questions.

SD70ACe Diesel Engine Freight Set w/Proto-Sound 2.0



Product Line: Premier

Roadname: Chessie

Shipping Date: Shipped

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Set Contains (1) SD70ACe Diesel, (6) Ps-2CD High-Sided Hopper Cars

Product Number: 20-20088-1 M.S.R.P. \$ 649.95

First appeared in: 2010 Volume 2

The SD70ACe is Electro-Motive Division's hope for the future. While designed to meet the Environmental Protection Agency's Tier-2 emissions requirements that took effect on January 1, 2005, this replacement for the SD70MAC also seems to have a higher purpose: to recapture the lead in North American locomotive sales that EMD lost to General Electric in 1987.

Under the hood beats a third-generation model 710 diesel with 4300 horsepower; only slight modifications were needed to make the model 710 meet new emission standards. With 5000 such motors in service worldwide and a reputation for dependability, EMD reasoned that shop crews would prefer familiar technology.

Other than the prime mover, however, virtually every element of the SD70ACe has been re-thought to create a 21st century locomotive. Ergonomics was a prime consideration. The engine's angular nose offers the crew far better visibility than most other locomotives, and the cab is comfortable for engineers of almost any size. Digital screens provide a range of information on what is happening both inside the locomotive and out on the road. The cab easily accommodates a crew of three - an important factor in a modern world without cabooses. And there is, of course, a cupholder for the engineer.

The SD70ACe also offers, in EMD's words, "outstanding improvements in maintainability." All electrical wires are on the right side of the locomotive and all piping is on the left, with most pipes and wires routed under the frame so they can be serviced by a man standing outside the engine - rather than crawling around at the bottom of the engine room. The number of electrical components has been drastically reduced while access to the remaining parts has been seriously improved. And the time between service intervals has been doubled, from every three months to every six months.

After a year of testing on the road and at the Association of American Railroads' test track in Pueblo, CO, the first SD70ACe's (he stands for "enhanced") were delivered to CSX Transportation in 2004. At the present time, mainline American railroads generally maintain dual fleets of locomotives. AC power is used for heavy coal hauling and hotshot intermodal traffic because AC traction motors offer higher starting tractive effort with the same horsepower. Less expensive, traditional DC power is used for more mundane duties. But with the SD70ACe, Electro-Motive hopes it may have the 21st Century successor to its 1949 Geop - a locomotive that can neatly all things to all railroads.

The MTH SD70ACe and SD70M-2 are our first RailKing Imperial diesels, accurately decorated in modern motive power paint schemes. Our near-scale models are a full 17" in length, yet operates comfortably on O-31 curves. Under the hood of the Proto-Sound 2.0 versions are the same sound and control system found in our more expensive Premier models of these locomotives - complete with sounds recorded from an actual

Features Set Features

- SD70ACe Diesel Locomotive
- (6) Ps-2CD High-Sided Hopper Cars

Locomotive Features

- (2) Remotely Controlled Proto-Couplers
- Metal Chassis
- (2) Precision Flywheel Equipped Motors
- Bannated Number Boards
- Intricately Detailed ABS Body
- Directionally Controlled Headlights
- Die-Cast Truck Siders, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Decorative Horn
- All Metal Wheels and Gears
- Lighted Cab Interior
- (2) Engineer Cab Figures
- Movable Roof Fans
- Metal Body Side Grilles
- Operating Ditch Lights
- Operating Smoke Unit
- Metal Wheels, Axles and Gears
- Locomotive Speed Control in Scale MPH Increments
- Proto-Sound 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Kadee Compatible Coupler Mounts
- Proto-Sound 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects
- Unit Measures 18 1/2" x 2 1/2" x 4"
- Operates On O-42 Curves

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- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Fast-Angle Wheel Sets
- Needle-Point Axles
- Detailed Car Interiors
- 1:48 Scale Dimensions
- Detailed Car Undercarriage
- Separate Metal Handrails
- Operates On O-31 Curves

History project, and Nancy was my second interview. She became animated and excited as we talked about trains, all kinds of trains. She would make the assumption that everyone liked trains, and she's so right! She poured over a copy of the 1973 TCA Directory, eagerly looking for familiar names. At several points Nancy really lit up when we talked about Chicago and trains. "It's just natural. Trains, that's what I enjoy."

Well, let's let her tell her story in her own words. She grew up in Chicago, and around all the trains there. Being a tomboy she hung out by the El (the elevated train). She rode them constantly from the day she was born! Her mom and dad took trains everywhere, and Nancy would go with them. So all of her early life was centered around trains.

She married Bill Swan, 67-1823, and got her first toy train at the 1967 TCA convention. It was a Lionel UPS car, not the full train, just the boxcar. Through the years she got a lot of trains at conventions and at York. She joined the TCA, TTOS (Toy Train Operating Society), LCCA (Lionel Collectors Club of America), LOTS (Lionel Operating Society), NMRA (National Model Railroad Associations), and NRHS (National Railroad Historical Society) AND was active in all of them.

Nancy was certainly influenced by her mom and dad, who traveled on trains. Dad was an engineer on skyscrapers (...and there were a lot of them in Chicago!) Some days he would take me with him to work where the men would spoil me. They would take me up on the girders. I was the oldest, or me and my brother. My brother was a typical mother's boy. I went to school in Chicago and Wisconsin. College was at the University of Wisconsin in White-water. Then I went to Catholic University here in DC, Northwestern, and University of Chicago.

She joined TCA as a family member when Bill joined in 1967, then became a full member in 1974. Up until that time I was a "spouse." That was fine for some of the gals, but not her. Each member could get a train car, only one, with the convention options, and she wanted one, so she joined! She also wanted to speak out in the meetings, so she needed to become a member. Years ago spouses did not join, and this is much the same as today.

When it comes to collecting she collects "Anything!" Both Bill and Nancy would do the train shows. He liked trains-any gauge. He was the operator and she was the self acclaimed accumulator! If something needed fixed Bill would fix it. He did everything, fix, build, repair, run, and collect.

When asked if she considered herself more of a collector than an operator, she quickly responded that "Actually I'm an accumulator. There is a big difference. A collector is aware of all the aspects of what they are collecting, whether they are boxcars or cabooses. They go into that stuff, so make that distinction very carefully. I accumulate

In Her Own Words, Nancy Swan, # 74-6084

Nancy and I met over several sessions late in 2011. I was working with the Toy Train Reference Library on the Oral

things that I like.”

Her main passion was McCoy trains, yet she lamented that she did not have all of it. She met Bob and Margaret through the conventions and they became dear friends. Bill and I visited the chicken coop and just fell in love with the McCoy's, and of course, their trains. We met the family and saw the kids grow up and get married. Initially they (the McCoy's) were not in the train business. They were in the disposable wrecking business, and then gradually got into doing thing with trains. All their trains were single production. Each was hand painted and they were very talented. They would make a design to do 1 or 2 cars, and then that would be the run.

Nancy attended almost all of the TCA conventions from 1967 through 2011, only missing one because TCA had changed the dates. Bill and Nancy had booked a cruise to Hawaii, and couldn't change the dates!

Nancy was a remarkable woman, and she touched everyone she met with her insight and caring. Comments shared include: There are only a few who stand out as ambassadors of TCA like she did and each of us who have been touched by her will not forget her. She was a gracious lady and one who always had a smile on her face. I guess after serving in the WAVES, everything else was a "piece of cake". She was a great woman and she will be missed. We all offer our sincere condolences to Nancy's family. Nancy was so passionately dedicated to all our clubs and will be missed. Our Nancy was quite a gal, loved and respected by all of us who knew or heard of her. 92! My, what a long life she must have enjoyed! She was always a very thoughtful person. She will be sitting at her table and waiting for us to stop by.

Carol R. McGinnis



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2012 CONVENTION REPORT

Charles Anyan, President, Southern Division TCA

I just returned from the annual National TCA Board of Directors meetings at the convention in Atlanta. During the business meetings, we discussed "Housekeeping" items, like minor changes to the bylaws, committee reports, and the budget. I will discuss some items that are of more interest to us.

Paul Edgar reminded everyone of the schedule for nomination and election of National TCA officers for 2012-2013. Nominations must be filed with Secretary Christie Wilson and Nominations and Elections Committee Chair Paul Edgar by October 1, 2012. So if you think somebody from the Southern Division would make a good officer at the national TCA level, let me know and we can submit their name.

The upcoming National Convention schedules and sites were discussed. The 2013 convention will be in Saint Louis; 2014 is in the Philadelphia area. Bids were taken and accepted for new convention sites. Ft. Pitt Division for the 2017 Convention in Pittsburgh, 2018 Convention in Providence/Warwick, Rhode Island, Desert Division/Rio Grande Chapter for 2019 Convention in Albuquerque, NM. The next site to be selected will be for 2020.

The waiver of the one-time fee of \$25 to join TCA has been extended for another year.

There was a discussion about availability of the member's names, etc., to other TCA members. A motion was made and passed that TCA will put a password/secure code protected TCA Directory on line. TCA members may now access current lists of their fellow members, sorted by name, by TCA number, and by State, following approval of the plan by the Board of Directors. We have had to take special steps to make sure that your private information does not get publicized to the public, or get indexed by the internet search engines, so it's in an especially protected place.

This is important to us. A motion was made as follows: Move that Bylaws Article II, Section 2 be changed to read as:

C. Regular Member. Those collectors over the age of 18 who join the Association, pay dues, and subscribe to the duties of membership.

H. Associate Member. Those members who have not reached their 18th birthday and are so designated by their membership number prefixed by the year they attain their 18th birthday. The application of an Associate Member shall have the approval and signature of a parent or guardian. They shall have all the rights and privileges except that of voting, holding elected or appointed offices, and those rights and privileges excluded by the laws of the Commonwealth of Pennsylvania.

Motion passed unanimously. As this is a Bylaws Amendment, a vote of the membership is required. This item will appear on the upcoming election Ballot.

What does this mean? It has to do with a very young person trying to get a table at York. This could get them, or any other division, in trouble with contracts with minors, etc. They worked it out eventually, but it pointed to possible problems with this situation. So we tried to rectify this by defining a minor as an Associate Member, with the rights as outlined

above. It was strongly recommended that we advise table requestors for Southern Division tables that they must be eighteen or older to obtain a table. We shall do this, and a line will be added to our Table Registration Form that so states this. Persons under age 18 can now join as members, but will be added as Associate Members. This cannot happen until the change is approved by the membership of TCA. It's important that this change goes through so we don't run afoul of selling tables to minors.

Calling On All Members



Your BOD is looking for locations to hold Meets. In considering a location, it would be preferable to have it priced affordably (or free is even better), have available parking, handicap accessible, a kitchen type set-up, well lit, and located in an area where a majority of our members can conveniently get to. Any suggestions/ideas would be appreciated. Please send them to Colleen Hall at membewba@gmail.com and with any and all information you can provide, e.g., phone/fax/email/website/point of contact information. Any photos of the hall would also help us in a decision. You can also call 540-622-2258.

From The TCA Division and Chapter Connection

"Night at the Museum 2012"

By Lillian T. Witmer

(written by a parent-participant)

It was a night to remember! A score of elementary school-aged children along with their parents spent 15 hours packed with age-appropriate locomotive activities all at the National Toy Train Museum in Strasburg, PA. The mini-engineers jumped at the opportunity to help plan the group's layout. They rotated among the three stations: laying and wiring tracks, creating scenery, and assembling buildings! It was a grand time for all!

Generously hosted by TCA Volunteers, the night started off with a young person's favorite meal: pizza! That was a great ice breaker for the families as well as a fun way to introduce staff and the night's agenda. The mini-hobbyists separated into 3 groups. One group started with an interactive lesson by TCA Volunteer, Paul Edgar, on the differences between gauges of toy trains (HO, S, O-27 and O). He advised the children to consider their circumstances and surroundings when starting on platform building, like available space and storage ability. One interesting option was using a pulley system to store your platform in the ceiling of a garage! (And you thought you'd seen everything!)

This was followed by a lively presentation by a most special guest, Joshua Lionel Cowan, who transported the wide-eyed kids back to the early 1900's. He gave them an attention grabbing history lesson they're likely to remember for years to come! Dressed in period costume, Mr. Cowan reminisced of his insatiable curiosity in how things worked, his inventive nature and how his perseverance and versatility during even the harshest of times of the Depression benefitted him and ultimately made his company the major toy manufacturer that it is.

The next station involved learning how to create their own trees super cheap!! TCA Volunteers Christopher Haag and Paul Edgar showed the kids how to transform one large clump of branches into literally hundreds of life-like trees. The kids pruned, painted, glued, sprinkled and twisted! And Voila! They

had their own scale-sized lifelike trees to plant on their layout!

Moving along, the children chose from a great variety of Plasticville buildings. With their selection in hand, the children started constructing their pieces with the assistance of TCA Volunteer, Kurt Windlebleck. There were houses, stores, greenhouses and more! One could almost hear the hammering of nails in the business of that station!

Finally, there was the backdrop of scenery to create. TCA Volunteers, Joe Carr and Gary Bell donned the kids in paint "smocks" and taught them the importance of bringing their layout to life. They instructed them on painting the large canvases with sky, clouds and wild animals. Little artists went to town dabbing seagulls and clouds in the sky and wildlife on the mountainous ledges. They "carved" mountains from foam blocks and then stacked them so they tapered. They glued them together and rounded the edges with a file, and again, Voila! They had an authentic mountain and tunnel!!

As the hours ticked by, the mini-engineers were kept energized with a combination of healthy snacks and sweets. Nonetheless, most of the participants had parked their cabooses in their sleeping bags and drifted off for a few hours of sleep. The 3 or 4 children that persevered through the final station were able to put the finishing touches on any unfinished pieces of work. Defying sleep, they enjoyed the wee hours of the morning operating their layout- bells and whistles and all with the guidance of TCA Volunteers Frank Rowan and Dave Linton. One could almost see smoke rise from the smokestack as the locomotive rounded the bend and exited the tunnel! And the familiar chug-chug-chug of their locomotive pleased those little ears making them smile from ear to ear! It was the best play time, and the greatest reward of a "hard" night's work!

At 6AM, the showing of The Great Locomotive Chase began. Children stirred in their sleeping bags while their parents tried to snooze just a little longer. Happy faces with tired eyes enjoyed the movie followed by a farewell breakfast, complete with a goodie bag, including a complimentary Family Pass to the Choo-Choo Barn, various literature on model trains, and best of all, a Lionel BNSF Single Dome Tank Car! The children were ecstatic! Squeals of delight interspersed with "Wow!" and "Cool!" erupted throughout the room! Toy train enthusiast, Nathaniel Witmer, exclaimed, "This was sooo coool! Can we do this again?!" His sister, Desiree Witmer, shared the same sentiment. "I want to do this again next year! Can we, Dad?!"

The time, expertise, and enthusiasm of the TCA Volunteers put into this program was absolutely phenomenal! Their diligence paid off 100 fold in the smiles on the faces of both children and parents! It was indeed a night to remember, and one that children, parents and staff can truly boast, "I survived a night at the National Train Museum and built a train layout with Lionel!!!" Just like the t-shirt "awarded" to children and parents alike said!

Note: Lillian is the mother of Nathaniel and Desiree Witmer. Joshua Lionel Cowan was portrayed by actor, Neill Hartley.

Top Photo: Desiree Witmer putting the finishing touches on her tree

Bottom Photo: Nathaniel Witmer busy working on the tunnel.





Upcoming Train Shows

Oct. 17, 2012	Day at the TCA Museum
Oct. 18-20, 2012	Eastern Division York Meet
Nov. 3, 2012	WB&A General Business meeting (election results)
Nov. 3, 2012	Swap Meet
Dec. 8, 2012	Kena Meet
Mar. 9, 2013	WB&A Annapolis Train Meet
Jun. 22-30, 2013	TCA Convention, St. Louis, MO



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

Bill Kakkarinan

Cockeysville, MD



Kid's Meet?

**Taken From the Western Division Newsletter
Manny Gonzalez, WD President.**

Life is full of "sayings" which have managed to survive down through the ages – mostly because they possess elements of truth, if not also some measure of wisdom. There come to mind two examples that I think easily pertain to our hobby today. The first goes something like "Be careful what you own, because it might end up owning you." These cautionary words we can leave for discussion at some other time. The second is more along the lines that since we, ultimately, can't take it with us, "We really don't 'own' any of it - but rather, for a period of time, we are only caretakers for a future generation" (like the clever commercial where a driver is approached and told to take good care of the car because he's the next owner). That is why this month we will be having a Kid's Meet - for the next generations....

We would love to see a big turn-out of kids at this month's meet. I would encourage any of you aunts and uncles and grandparents, even if your own kids are all grown-up, to invite someone you think might enjoy a little 'kid train time.'

Old Photos and film deteriorate, now's the time to transfer all those treasures onto permanent media. Don't wait until it's too late! Why not a DVD with all your movies and pictures?

Weddings
Birthdays
Vacations
Reunions
Sporting Events
Graduations

Call or Email
Glen MacKinnon
To discuss the process and get a quote!
703-927-9843
Glen.mackinnon@verizon.net

MARK YOUR CALENDARS

Semi-annual WB&A Swap Meet

Saturday, November 3, 2012
Severna Park H. S.
60 Robinson Road
Severna Park, MD 21446
9:00 a.m. — 12:00 p.m.

- WB&A Members only +1
- Free table space (1/2 table, first come, first serve) to display, sell, swap and tell lies.
- No admission charge.
- Operating layout (O gauge) so you can run stuff.
- The WB&A will be serving donuts, coffee and bagels free of charge.

WB&A Members in attendance can win a door prize!

WB&A Semi-Annual Business Meeting

When: Saturday, Nov. 3, 2012
Where: Severna Park H. S.
60 Robinson Road
Severna Park, MD 21446
Time: 9:00 a.m.— 12:00 p.m.

Come and join the WB&A Board of Directors
To be held in conjunction with the Swap
Meet

Agenda: Officer reports, Eastern Division
report, upcoming events, open
discussion, and election results.

2012 Kena Meet
9001 Arlington Blvd.
Fairfax, VA 22031
December 8, 2012
9:00 a.m.—3:00 p.m.

(8:00 a.m. for WB&A members)

WB&A Annapolis Train Meet

Saturday, March 9, 2013

18 Willow St., Annapolis Armory

9:00 a.m.—2:00 p.m.

For more information, call

Art Tate 410-974-0373

e-mail: acttoo@aol.com



Editor's Corner Phil Scherer's Christmas Garden

With this issue being the October-December issue, I thought it would be out of place not to have some pictures of a

Christmas Garden. This was especially so as I had a page in this issue to fill.

I knew I had pictures from the train garden that has been present at The Shops in Kenilworth (Towson, MD) that I could use. They included my favorite Train Buddy, Phil Scherer. That reminded me that I had pictures of his Christmas Garden taken before the digital age. If I could find those pictures, it would be a nice tribute to a man who worked long and hard for many years to make a fantastic Christmas Garden.

Although Phil was a my wife's second cousin, I did not realize he was a toy train guy until I ran into him at a train show in Overlea, MD. He was looking for parts for one of his pre-war engines, but was unable to find them. Since I used to do repairs on both pre-war and post-war Lionel trains, I took on the job at a price he could afford—only charging him for the parts used. Over the next couple of years, I did quite a number of repairs for him.

Phil invited my wife and me to see his garden one Christmas in the late 1990's—probably the last one he ever set up, and we had a great time with his trains. (After that, he was no longer able to get over and under his train boards to set his garden up.)

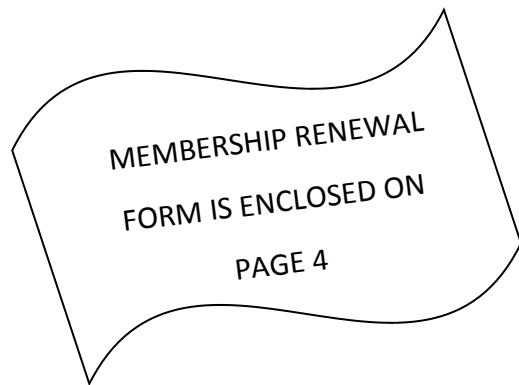
After his wife died, he moved in with one of his daughters. From then on, we started to frequent train shows together, including the last WB&A show held in the Hunt Valley area. I kept him supplied with train catalogs and other "wish" books to keep him active in the hobby. He has since passed on.

I still think I should go pick up my Train Buddy when I go to train shows, but that now is not possible. However, I want to share some views of Phil Scherer's Christmas Garden with you.



**Art Tate
600 Broadneck Rd.
Annapolis, MD 21401**

ADDRESS SERVICE REQUESTED



**Photographer Needed For November 10
Study Session**

**Do you have experience photographing
trains? Or would you like to learn more
about how to photograph trains? Please
contact Bruce Greenberg at 703-461-6991
or write brucecgreenberg1@gmail.com for
more information.**