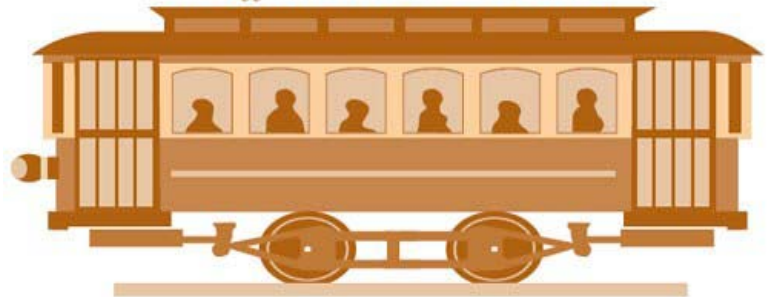


“The Trolley”
The Official WB&A Newsletter



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

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From the President's Desk

WHAT DOES THE WB&A BOARD OF DIRECTORS DO?

As a member of WB&A Chapter you probably are aware that you received a survey recently that asked some very specific questions about WB&A and how you felt about the Club. About 100 of you responded which is only one out of three answering the survey. Your Board of Directors got some very valuable feedback, we also got some surprises. The feedback confirms that most of you read this newsletter and find it interesting. That is gratifying since we work very hard at making the Trolley interesting and something for our members to look forward to.

Some of you expressed disappointment with our web site. We found that only 5% of you visited the web site often, 78% only visited occasionally. Directors James and Colleen Hall have been hard at work designing an informative and attractive web site that has just been launched. Go to WWW.WBACHAPTER.ORG and I think you may be pleasantly surprised. Let us know what you think. Our train meets are something we must improve upon. Only 37% of you always attended our train meets while 50% of you attended sometimes. As a member of WB&A admission is free and we need your support. If you haven't attended a meet recently, you must give us another look. We have introduced new features such as Bruce Greenberg's seminars on pre-war tinsplate standard gauge trains and sponsor drawings for new trains with a value of up to \$1,000. Show up and take a chance. Of course the train doctor, Alan Crofts, is still there and he will diagnose your ailing engines for free. We also offer free appraisals if you wonder what that old train your dad left you is worth. Mini-meets, open houses, excursions to places of interest in the train hobby, all of these are planned and promoted by your BoD and they put many hours of their time and effort for you, our members. Your Board is also hard at work trying to bring WB&A into the computer age. We have just installed a page on Facebook. You can find it on Facebook simply by entering WB&A Chapter. In the coming weeks and months we will build our "friends" base. Log on and click "Like" to expand our reach.

Some members have asked "What does the BoD do? I have tried to answer that in the preceding text and that is only a small portion of what your BoD does. Another way of answering that question is, "What **doesn't** the BoD get?" No one on the Board gets paid a penny for anything they do for the Club. Our treasurer, Glenn MacKinnon and our secretary, Colleen Hall have never received compensation of any kind for their many hours of hard work although our by-laws allow it. Not a single member of the Board has received mileage allowances for their long and frequent trips to Board meetings. Directors, Pete and Mary Jackson travel from Dover, Del. to as far as Linden, VA, a two and a half hour drive and no reimbursement for expenses. Many other members of the BoD contribute in the same way. Nor does the Club pay outside parties to put on our train meets. Who sets up all those tables when you walked into Kena Temple at our last meet? The BoD was there at 5:00 AM to put that hall together so we can provide you with the pleasures of a train meet. Bob Ferguson, membership director, spends many hours collecting dues, mailing out letters and postcards, tabulating paid members, sending out membership cards and validation stickers. Paul Pullen, our newsletter editor spends countless hours assembling your newsletter, all the while begging the members for their contribution to The Trolley so he can meet his deadline. I am one of the worst offenders in this category, sorry Paul. Hope and Dan Danielson trek all the way from Gainesville, VA to help set up the Thomas the Train play area and even bring the toys the kids play with. They must stay overnight in Annapolis so they can finish all their work for the meet and pay for their own hotel room. All these men and women serve with no pay and little recognition. Why? It's our job and we love it but we could use a little help now and then. Many of you, about 54 of you, to be exact, have offered to help WB&A in various capacities. We thank you for your willingness to pitch in and we will be calling on you in the near future. In the meantime, call us, email us or yell at us. We consider all commentary constructive and use that information to make your club better. Oh yeah! Go to the next meet.

Art Tate
President, WB&A Chapter

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Treasurer's Report as of Mar. 11, 2013

By Glenn MacKinnon

2013 has started off with a bang. Your Chapter has taken steps to enhance the value of your membership and position the organization to be successful in the years to come. A new web site, our trailer containing popular interactive layouts, and other new initiatives we are undertaking as a result of the recent survey and your responses are going to make membership in the WB&A fun and rewarding. The Annapolis meet was a huge success with nearly 1000 attendees. The joint was jumpin! Attendance records were broken. Good prior planning and excellent publicity made the difference. The Chapter's financial activities for January-March 11, 2013 are summarized below. If you have any other questions or comments feel free to contact me at 703-927-9843 or glen.mackinnon@verizon.net.

Check Book Balance – January 1, 2013 \$34,252.47
Check Book Balance – March 11, 2013 \$35,461.51

Significant Activities January 1, 2013 thru March 11, 2013

	Expenses	Revenue
MD Armory Mar 2013 Meet*	2230	4355
Membership Dues 2013	168	3915
Newsletter 2013	903	280
Kids Korner	25	490
Swap Meet, Business Meeting		
Door Prizes for Swap Meet	571	
Train Set for Drawing	831	185
WB&A Layouts	168	
WB&A Trailer	259	
Web Site	2616	
Survey + Mailing	349	
Miscellaneous Expenses	67	

*Incomplete information available as of newsletter deadline.

Secretary's Report For January 19, 2013 Board of Directors Meeting

Home of Bob and Karen Goodrich – Thank you Bob and Karen for hosting the BoD meeting, you were both wonderful hosts.

Present:

Tom Salen, Glenn MacKinnon, Colleen Hall, David Eadie, Bob Goodrich, Mary Jackson, and Pete Jackson. Paul Pullen the Editor of The Trolley was our special guest along with Karen Goodrich

Tom welcomed all and thanked the new BoD members for volunteering and winning of the election.

We invited Paul to speak first on the progress of The Trolley. Paul purchased Adobe in order to assist him in condensing The Trolley for, e.g., forwarding to the webmaster. The BoD agreed to reimburse him for the purchase price and the BoD has ownership of the software with Glenn maintaining the original CD. Paul discussed black and white vs. color of The Trolley and further investigation into cost for future printing of The

Trolley. It was agreed that placing The Trolley into an envelope vs. folding it and taping it was the preference which allowed Paul extra space to place items and the mailing/delivery of it will be timely. The next deadline for getting information to Paul is March 15, 2013 (please note due to work constraints, Paul's time will be filled, so please be conscious of this and make every effort to get him your items). There was a brief discussion of intellectual property and proprietary rights so that we do not infringe on the rights of others. It was agreed that we would not want to do so. Paul mentioned that it is important to get The Trolley out timely, especially given items within The Trolley that are time sensitive, e.g., open houses, upcoming shows, etc. The BoD thanked Paul for the wonderful job he has been doing.

The discussion with Paul opened up an idea from Glenn regarding the possible need to hire someone to handle the many items that the BoD is presented with. Glenn discussed that in order to make this feasible, we would need to get our membership numbers up around 400 or more so that the funds to pay someone would be available. Glenn has asked everyone to put together a list of items they are now doing and the time it is taking them so that we can examine whether this is something we can and we want to do. The BoD generally thought this was a good idea and that the time has come to do so as many of us find it harder and harder to do the things we are doing.

OLD BUSINESS

The September 27, 2012 Minutes were distributed and read. There was a motion to accept the Minutes by Glenn which was seconded by Pete and it was voted on unanimously to be accepted.

Treasurer's Report given by Glenn. In particular, Glenn discussed the Kena event which lost money and opened the door to the future of the WB&A's toy train shows (discussed below). There was a motion to accept the Treasurer's Report by Tom which was seconded by Bob G. and it was voted on unanimously to be accepted.

Membership Report was given by Colleen on behalf of Bob F. There are 290 members and of which 143 have paid their dues for 2013, we have 5 new members which were comp'ed for 2013, 2 members were dropped by the TCA and Mike Kreft #3020 has passed away

As of now, we will not send out any mailer for renewal. It was thought that with the Annapolis and York events and The Trolley, this should encourage our members to renew (I have had two members reach out to me from the e-blast asking for information to renew which I have provided, so this is working as well). It was also agreed that a table at York was important to maintain and that it has been working. Bob has secured the York table.

Colleen discussed the Chapter Communications and has provided the BoD the website so that they can take a look and provide any comments/changes/additions to James (hallshadowrider@yahoo.com) within the week as we will soon be launching this to our members. All are asked to gather on a CD material that can be placed on the website, e.g., pictures, stories, etc. Once the new website is launched we will need to promote it big time, place it onto our Facebook pages, etc. We will also need the WB&A's Facebook page "open for business." We had discussed placing The Trolley on the website and putting the current edition on a "members only" area as a benefit of membership.

Colleen presented the Eastern Report and I reported that the elections were done and that all who ran won the position they ran for, congrats!

Glenn and Colleen discussed the WB&A's trailer. James is finishing the building out of it. Colleen provided to Glenn the title and temporary tag. Art will contact James so that he can pick up the trailer, noting that the tag (last one we can get) is only good until February 17, 2013. Glenn was going to meet with Art later in the week. James purchased a teacup carnival ride for the WB&A's layout at approximately half price.

NEW BUSINESS

Tom once again welcomed the new BoD members and thanked them for running.

Copies of the Annapolis Armory flyer were distributed to those who wanted some. I asked those that could help Art, let him know so that he can plan accordingly.

Glenn and Colleen discussed the December 8, 2012 Kena meet. The 2012 event although we advertised extensively, the turn out, as it has been, continues to drop. This was our last year at Kena and we are not negotiating a new contract at Kena. We have received back our deposit from Kena.

A discussion was had regarding our future business and swap meets and it was agreed that we will once again combine the two. There was a long discussion on this and the BoD came to an agreement that we need to go back to the basics.

The BoD continued discussing ideas/options for getting our membership enthused and coming out for events and it was agreed that we will no longer hold the Virginia toy train show as our goal should be our members and what they want vs. the general public. It was agreed that the money we are spending on the toy train show can be better utilized (and most likely for less) on having more swap meets and finding ways on enticing our members to come out for them.

As discussed at our last meeting, Paul and Bob G. have kindly offered to assist with one at Paul's church for free other than a "thank you donation" to

the church. The BoD joined Paul after the meeting to view the church for holding of a swap meet. It was also agreed that we had to hold these events around various locations to attract our members to come out for the swap meet.

It was agreed that our June 2, 2013 Swap/Business meeting will be at the Macon Lodge in Falls Church from 9-1:00 p.m. and that Dan would be asked to arrange for this. We also agreed to keep the meeting part to approx. 30-45 minutes so that there is plenty of play/social time.

Glenn discussed the cost of the 2012 Drawing and door prizes for the two meetings held in that with the sale of the drawing tickets we also made back the cost of all three items. It was agreed that we would again offer these in 2013. Paul mentioned that MTH has promoted in their catalog that they will sell at cost a set that is used as a demo for learning which we can then use as the door prize (**See it, Hold It, Run It** -- What is it?). Glenn is going to explore this cost vs. the cost we get at Brady's. Another idea on this excursion to Brady's is inviting the members to go with. Glenn is going to speak to Bob F. about seeing whether Brady will provide a discount on the day the trip is made to any WB&A member who shows their membership card, hence providing business to Brady and a benefit to our members. There was a motion by Glenn to spend no more than \$1,400 on the drawing and two door prizes for 2013 and was seconded by Mary and it was voted on unanimously to be accepted.

The discussion of how do we as a BoD learn what it is that our members want from the Club and this led back to our previous discussions on the subject. It was agreed that our first step would be an open letter to our members encouraging them to respond. Glenn will put together a first draft by the end of this week and asks us all to immediately read it and provide your changes to him by using TRACK CHANGES (if you cannot manipulate this, then by handwriting your changes and crossing out, etc. your changes. Please get this to Glenn within one week of him sending you his letter. We want this in the issue of The Trolley.

It was agreed that our November 2, 2013 Swap/Business/Election meeting will be at Paul's Church

Mary and Pete reported that Kids Korner was in good shape and they are still assisting with it.

Our next BoD Meeting is Saturday, March 2, 2013 starting at 10:00 a.m. at the home of Glenn & Janet MacKinnon

Historian's Corner

There is more to TCA than first meets the eye. The first meeting of TCA was held in the barn of noted rail historian Ed Alexander. In 1954, Bill Krames (owner of the Trenton, New Jersey Hobby Center) and Edwin P. Alexander (author of a number of railroad history books and a professional model-maker) issued invitations to collectors to meet at Alexander's Train Barn at Yardley, Pennsylvania on June 19 and 20. This meeting—and the interest aroused during the following months—resulted in another call for collectors to meet October 17 to form an organization.

Meanwhile, in Southern California, in September of that year, Evan Middleton (operator of the Train Shop at Knotts Berry Farm in Buena Park, California) called together collectors who then met and formed the Western Chapter, later redefined as a division of what was to become our national organization.

Bill Krames and Ed Alexander loved toy trains. Both of them had wonderful toy train collections. These men really enjoyed their toy trains and enjoyed collecting them because: trains reminded them of their childhood, trains were fun, and they felt that collecting trains was an excellent way to preserve a little bit of history.

As it turns out Mr. Krames and Mr. Ed Alexander had a lot of friends that also liked toy trains so they all decided to get together with them. So on June 30, 1954, at the Alexander's Train Museum, in Yardley, Pennsylvania. They had such a good time that they decided to make a club.

In California, other guys began to meet too. The group in Pennsylvania along with the group in California became the Train Collectors Association. And the rest is history.

Atlantic Division is selling a limited edition Alexander's Barn as a fundraiser for their 2013 national convention. Order by going to:

<http://www.adtca.com/413>

Keeping the wheels down and the smoke up.

Respectfully submitted

Carol Redman McGinnis

WB&A Historian

TCA President

2/21/13



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 Meet.
- 6 Receive quarterly the WB&A Newsletter "The Trolley".
- 7 Access to the chapter website - <http://www.wbachapter.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.

Share Your Memories

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

**DEADLINE FOR SUBMITTING ARTICLES
FOR 2013 TROLLEY
3RD QUARTER 2013: JUNE 8, 2013**

Membership Moments by Bob Ferguson

Membership Report, March 10, 2013

The WB&A Chapter stands strong at 298 members as of today March 5, 2013. There are a total of 216 who have paid their dues for 2013. We, therefore, have a remaining 82 who have not yet paid for 2013. If you have not done so, please renew your membership now in order to continue receiving all of the benefits. (Be aware that this will be your last newsletter if you do not renew, and that would be a very sad state of affairs!)

If you cannot remember whether you paid or not pull out your plastic WB&A membership card. It should have a purple "13" sticker on it. If you only see "12" or something earlier, and wish to remain a member, please send in your dues.

We have been getting regular submissions of dues from the newsletter notices. In addition we have been getting new members from letters sent out to new TCA people who live in our area as listed in the TCA newsletter. As a reminder, our area covers Delaware, Maryland, Washington DC, and northern Virginia.

Thank you in advance

**WB&A 2013 MEMBERSHIP
NEW/RENEWAL APPLICATION**

Return with Self Addressed Stamped Envelope & a check/money order for \$18 payable to WB&A.
Mail to: Bob Ferguson, 1408 Pennington Lane South, Annapolis, Md. 21409 or
in the envelope provided within this newsletter

Name _____
TCA# _____ WB&A# _____
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.

***Don't Miss Out on the chance
to win the WB&A Drawing for a new Premier Line
Southern Steam Passenger Set with Proto-Sound 3.0***

4-6-2 Ps-4 Steam Passenger Set w/Proto-Sound 3.0



Product Line: Premier

Roadname: Southern



4-6-2 Ps-4 Steam Passenger Set w/Proto-Sound 3.0 - Southern

Set Features: Southern 4-6-2 Ps-4 Steam Engine (Cab # 1393), (1) Baggage Car (), (2) 70' Heavyweight Madison Coach Car (), (1) 70' Heavyweight Madison Observation Car ()

Product Number: 20-3463-1 M.S.R.P. \$ 999.95

Borrowed from the MTH Website.

***Contact any WB&A BOD Member for tickets,
or send a check to Membership Chairman, Bob Ferguson and a
stamped, self-addressed envelope. Your tickets will be
sent by return mail to you.
(1 for \$5 or 6 for \$25) Only 500 tickets are being sold.
Drawing to be held at the December meet.***

Drawing Set Details from the MTH Website

One of America's most famous Pacific's to ever ride the rails returns to the O Gauge market from MTH Electric trains for 2011. Equipped with operating features found only on MTH steamers, our series of Pacific locomotives will make choosing your next die-cast engine an easy decision. Simply put, feature for feature, detail for detail, these die-cast engines are the best steam locomotives ever offered.

Available in the deluxe Crescent Limited paint scheme as well as solid green, and black, the Ps-4 is highly distinguishable by its famous Elesco Feedwater Heater. In fact, the Ps-4 is considered a National Treasure, with a beautifully restored engine displayed at the Smithsonian Institute in Washington, D.C.

Our highly detailed Pacific's are not only the most attractive steam engines you can buy, but they are also the most fun to operate. Since we believe operating characteristics are the most important feature of our engines, this locomotive comes equipped with ProtoSound 3.0, Synchronized Puffing ProtoSmoker, and operating firebox glow.

Features Set Includes:

Southern 4-6-2 Ps-4 Steam Engine w/Proto-Sound 3.0 (Hi-Rail Wheels)
2-Car 70' ABS Baggage/Coach Madison Passenger Set
70' ABS Madison Passenger Car
70' ABS Madison Observation Car

Locomotive Features:

Die-Cast Boiler and Tender Body
1:48 Scale Proportions
Die-Cast Metal Chassis
Real Coal Load
Metal Wheels and Axles
Constant Voltage Headlight
Die-Cast Truck Sides
Remote Controlled Proto-Coupler
Engineer and Fireman Figures
Metal Handrails and Decorative Bell
Decorative Metal Whistle
Locomotive Speed Control In Scale MPH Increments
Synchronized Puffing ProtoSmoke System
Precision Flywheel Equipped Motor
Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
Wireless Drawbar
Illuminated Number Boards
Illuminated Classification Lights
Lighted Cab Interior
Proto-Sound 3.0 With The Digital Command System Featuring:
Passenger Station Proto-Effects
Unit Measures: 23 7/8" x 2 7/16" x 3 7/8"
Operates On O-42 Curves

Passenger Set Features

Durable ABS Intricately Detailed Bodies
Metal Wheels and Axles
Overhead Interior Lighting
Die-Cast 6-Wheel Trucks
Operating Die-Cast Metal Couplers
Colorful, Attractive Paint Schemes
End-of-Car Diaphragms
Separate Metal Handrails
Fast-Angle Wheel Sets
Needle-Point Axles
Detailed Car Interiors
10 Passenger Figures In Each Coach Car
1:48 Scale Dimensions
Detailed Car Undercarriage
Operates On O-42 Curves

In Memory of Bill Kotek

Seems like I have known Bill Kotek much of my life. When we moved to Boston from Germany in the fall of 1975, Bill was one of the first TCAers we met. Within a week of our arrival, NETCA had a Division meet in the basement of a no longer standing building. I'm thinking...we went down into the basement, which was fine, but the upper part of the building was no more. Glad hands came from everyone; one of the first being Bill's. Bill helped me develop a deep love for IVES trains and everything IVES. We have been playing trains ever since. While in the Boston area we were both on the convention committee for the 1978 TCA convention. We got to know each other better as we met so many times in preparation for the annual convention. Certainly we laughed a lot together through the fun and grind of it all.

In 1979 I transferred to the DC area, but kept in touch with Bill at the York meets. As he rose in ranks within NETCA and then TCA, we talked and I encouraged him to seek higher offices. He did the same for me. He shared many stories with me about his difficult years as TCA president with a lawsuit in progress. (Later, during my tour as TCA president, Bill wanted to know if my tour would be longer than his. (Not so: I served 20 months in the chair, but his extended tour was longer.) His advice to me was irreplaceable.

Bill took on the task of TCA treasurer in 2006 after Bill Miles retired. Bill continued in that position until his health deteriorated and resulted in his untimely death on January 31, 2013. Bill always had the best interests of TCA in mind and served TCA very well in his 7 years as National Treasurer. While Bill did many good things for National TCA, he was also extremely helpful in planning and organizing the budget for WB&A Chapter's 2010 National Convention in Baltimore.

During my term as TCA President, we both sat on the Special Bylaws and R&R Revision Committees, resulting in the major revision of both TCA's Bylaws as well as the Rules and Regulations. Bill attended all those long and tedious meetings and fought hard for his views about how to improve TCA. All his thoughts were about strengthening and modernizing TCA. We would not have had the success we had without Bill's quality inputs and counsel. TCA is a better organization, and I am a better person because of Bill Kotek.

God speed and play on, Treasurer Bill.

Clem Clement

Past President, TCA



Fundraising Made Easy!

By Jane M. Boyce

Director of Development
Train Collectors Association
January 2013

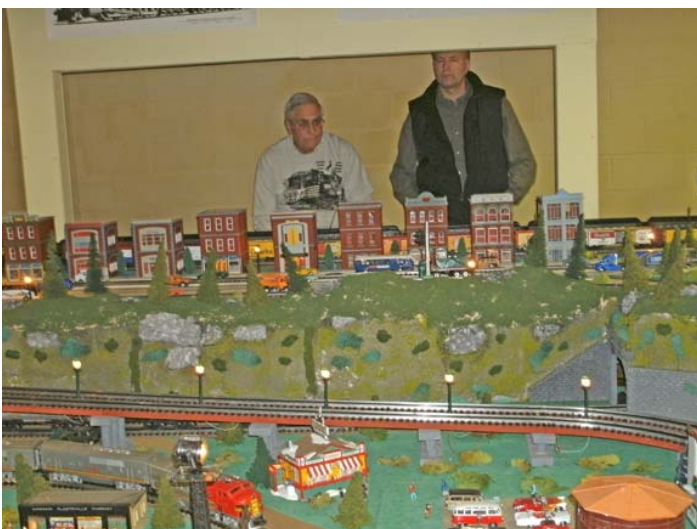
Who would have thought that such a simple idea could possibly lead to such a great fundraising venture for the Train Collectors Association? But, it did. Four years ago I was approached by one of our members, Ken Listman, who lives in nearby Maryland. Ken volunteered to open his home for four hours on two consecutive Saturdays in January to TCA members and their friends and family to see his magnificent train layout. A group of friends would help operate the trains and I was asked to go to represent TCA.

Ken's approach was simple. He mailed out invitations to TCA members in his immediate area and I promoted the event through my column in the TCA Headquarters News. He set up a small table at the foot of the basement stairs (where the train layout filled the entire room) and on it placed a large jar to collect the donations. He hung a sign over the top that stated that this was a TCA fundraising activity. He even placed a message on his layout, "Support.....TCA.....funds" which appeared on a TV screen having been caught by the camera on the front of one of the engines as it passed through a tunnel. I added a homemade plate of cookies to entice people to stop and read Ken's message and encourage them into making a donation.

To add to the event, Ken issued a challenge promising to donate a \$500 match from he and his friends if donations reached that level. The first year (2010) the event raised \$1,964.75 (which includes Ken and friends \$500 donation).

I am happy to report that I helped at Ken's fourth fundraiser last weekend and I am so proud to tell you that Ken raised a total of \$4,100 (which includes \$2,000 from Ken himself) this year bringing his four year total to a whopping \$10,945.55!

And basically, it was pretty simple. Just a basement full of trains, some willing volunteers, a plate of homemade cookies and a great afternoon with fellow TCA members! What could be better than that?



Our host, Ken Listman, is on the left.



The town on the upper level.



The trolley waits patiently for the passing B&A freight.



The housing development on the lower level with the trolley's main route.





View from the Observation Car By George Tsakiris

St. Louis Museum of Transportation

With the TCA National Convention coming to St. Louis this year, the timing is right to tell you about my visit to the St. Louis Transportation Museum last spring.

The museum has two airplanes, a Missouri River towboat, and several rare cars in its collection. But the largest part of this collection by far is the extensive and impressive array of motive power, rolling stock, maintenance of way cars, and trolleys/streetcars

You may not be aware of this as the museum is far from WB&A territory. Going to the TCA convention this June? GO TO THIS MUSEUM!!

The museum has its own railway spur from Union Pacific (former Missouri Pacific) that facilitates obtaining new additions to the museum collection....and what a collection!

How about this to whet your railfanning appetite?

- Union Pacific Big Boy #4006 (1941)
- Norfolk and Western Y6A #2156 (1942)
- Chicago, Burlington, and Quincy #9908 Silver Charger (1939)
- New York Central Bi-Polar #113 (1906)
- Milwaukee Road #E2 (1919)
- Baltimore & Ohio #50 (1939) – first non-articulated passenger diesel
- Missouri Pacific RS3 # 4502 (1955)
- Panama Canal #662 for towing ships complete with winch
- Frisco #1552 Mountain (1926)
- Union Pacific #90081 (1966) snow plow
- Burlington Dining Car "Silver Spoon" (1938) for Zephyr service)

The list goes on to include motive power such as Mohawk, Hudson, E8, Pacific, Atlantic, Mikado, Heisler, Mogul, American, Consolidation, Texas, GG1, etc.

Interested in Interurban/Trolley? There are many examples from such names as Brooklyn Rapid Transit, Chicago Transit Authority, Fort Wayne Transit, Illinois Traction, St. Louis Public Service, Philadelphia and Western, and more. You will see types such as Brill, Birney, PCC, Peter Witt, and more.

Allow three hours to view most of the museum's collection and take a trolley ride. Any self-respecting railfan could easily spend a day at the museum. Tours are given regularly by knowledgeable and friendly volunteers. The trolley conductor is retired and moved to St. Louis from Laurel, MD!

St. Louis Museum of Transportation
St. Louis County Parks and Recreation
3015 Barrett Station Road
St. Louis, MO 63122
314-965-6212
<http://www.transportmuseumassociation.org/index.htm>

Note please access the WB&A website for additional photos!
<http://wbachapter.org/>



Burlington E8



Philadelphia and Western PCC



Union Pacific Big Boy



Milwaukee Road #E2



Union Pacific Rotary Snow Plow

Reprinted by permission of the
 York Daily Record/York Sunday News
 York's Civil War-era train closer to completion

The train is expected to be finished by springtime. Some track in York County still must be repaired.

By TERESA ANN BOECKEL
 Daily Record/Sunday News



This photo shows the general progress of the York locomotive build, as of November 2012. COURTESY OF KLOKE LOCOMOTIVE WORKS

York, PA - A sign hangs on a former feed store along the Northern Central Railway tracks in New Freedom, announcing the home of "Steam Into History."

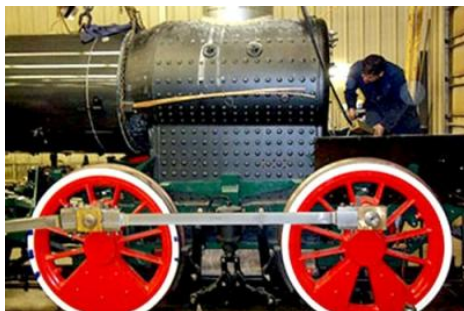
Renovations have been under way in the building at 2 W. Main St. as the nonprofit gears up to start a train excursion in June that will take travelers back in time to the Civil War era.

The opening is scheduled to be in time for the 150th anniversary of the Confederate invasion of York in late June and the Battle of Gettysburg in early July.

That was one of the goals of the late William H. Simpson, said Robert Gotwols, chief operating officer for Steam Into History, Inc. Simpson was one of the visionaries to have the train built and celebrate York County history. Gold-leaf and other finishing touches are being placed on a York No. 17 steam locomotive being built at Kloke Locomotive Works in Elgin, Ill.



The York locomotive's cab, crafted by Howard Thomas of white oak wood. It took 15 months to build. COURTESY OF KLOKE LOCOMOTIVE WORKS



Ricardo Arellano, an assistant at Kloke who has been involved with the build from the beginning, works on the York locomotive. COURTESY OF KLOKE LOCOMOTIVE WORKS

It is expected to be finished by late March or early April, Dave Kloke said. It will be delivered by truck to New Freedom.

"It should be a beautiful piece," he said. See an interactive story about the building of the train,

including video, and hear the train's whistle.

Steam Into History plans to have a celebration when the locomotive arrives in York County, Gotwols said.

Two 1850s-style coaches will be built for the train, and Steam Into History intends to rent two others, Gotwols said.

Original coaches are not available for rebuilding because they were made of wood, he said.

"It's a slow process but very deliberate," Gotwols said.

Repairs will need to be made to the existing track, part of the Heritage Rail Trail County Park, from New Freedom to Hanover Junction, Gotwols said.

Some railroad ties and ballast stone will be replaced. The county has sprayed the weeds and helped to preserve the track over the years, Gotwols said.

"It's not in bad shape," he said. Some work will not be done in time for the opening. The turntables, for example, will be built at a later time. One will be in New Freedom and the other will be at Hanover Junction.

The train is still expected to run, but it will be pushed and pulled by locomotives, Gotwols said.

The rehabilitation of the 10 miles of track is estimated to cost about \$1 million, Gotwols said. New track work in New Freedom will cost about \$125,000, and the turntables will cost about \$100,000 each.

Steam Into History has been using private contributions to pay for the work.

The organization has enough for the locomotive and the track work, but more money will need to be raised for the train cars, said D. Reed Anderson, who serves on the board of directors. He said he's confident they'll be able to do that.

Steam Into History's first volunteer workshop in October attracted about 80 people.

The volunteers include railroad enthusiasts, model railroad enthusiasts, historians, and ambassadors, who will take tickets and work with the customers.

"It's piqued the interest of a lot of people," Gotwols said.

A group of model railroad enthusiasts plans to build an HO-scale model of the Northern Central Railway from Hanover Junction to New Freedom. One-eighth of an inch equals a foot, said Ed Horvath, who is a model maker.

It remains in the concept stage, but the layout will reflect the landscape along the rail line, Horvath said. The model railroad will be housed at Steam Into History's headquarters, which also will include organization's offices and a gift shop.

"It's coming together," Gotwols said.

For more information

For more information, visit www.steamintohistory.com.



This photo shows the branch pipe header of the York locomotive, which carries steam to power the locomotive. COURTESY OF KLOKE LOCOMOTIVE WORKS



This photo shows the many flues inside the boiler of the York locomotive. Hot gases from the firebox pass through these pipes, which boil the water that fills the boiler. COURTESY OF KLOKE LOCOMOTIVE WORKS

Lincoln Funeral Train

Dave Kloke plans to build a replica of President Lincoln's funeral train for the 150th anniversary in 2015, according to Kloke Locomotive Works' web site.

The train traveled from Washington, D.C. to Springfield, Ill., and the plan is to recreate that trip for the anniversary.

Lincoln's funeral car passed through York County on the Northern Central Railway.

Steam Into History Inc. hopes to bring the funeral car to York County in two years and do a special event with it, said Robert Gotwols, chief operating officer for the organization.

For more information, visit <http://www.leviathan63.com/index.html>

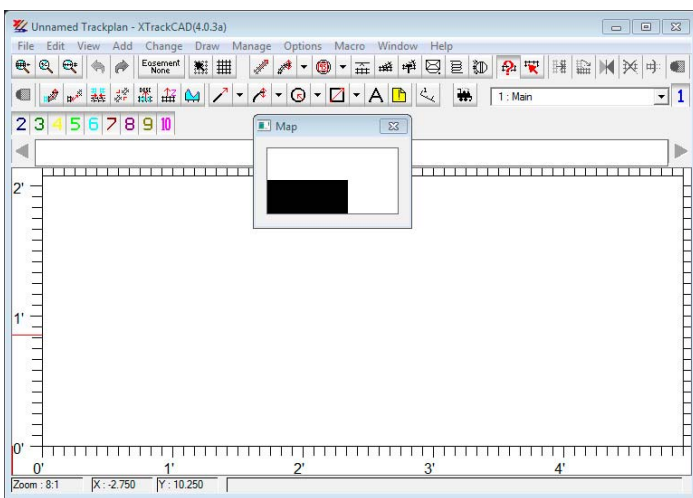
Summer 2011 - Visit the shop where York's steam locomotive is under construction and see its sister engine in action.

Design your own track plan

Have you ever wanted to try to design your own track plan, and looked at the prices of the software designed to do this job? I have, and I was just plain turned off by the prices charged for the software. I looked at a package that was listed, along with a tutorial in Model Railroad Hobbyist Magazine, and was interested, until I saw the cost of the software. That put a stop to the design job for me. When you are playing with a very small area, the cost was prohibitive. It may be worth your while if you are designing a layout that fills a room or a basement, but for a four by eight area, it is beyond the realm of possibility.

After much searching, I came across a public domain piece of software, and a user group that supports it. I thought I would give it a try. The program came with many different track parameter files built in. And so I launched into trying to build my layout on its little area.

The layout I had already put together and I knew it would work fine, only to later have Classic Toy Trains publish it as a



small layout for under the Christmas tree. However, I had built in more in the form of a small yard, and added a wye to the layout in an additional two by four area.

When I tried to use the stock track layout parameters for Lionel O gauge track, the layout would not work, according to the parameter bank that had been built into the software. I started to question why it would not work, and there is one man who creates a lot of parameter files for different track types. Ultimately, I found out that he had taken both the O-27 and the O gauge track as being set up as most track is manufactured today—meaning the 27 inch diameter circle was center rail to center rail. The same assumption was taken for the O gauge being 31 inches center rail to center rail. Once I fig-

ured that out, I contacted him and let him know about the differences in the two circles being from outer tie to outer tie, I modified the parameter files to work and put them on the Yahoo Groups file section under his directory where he puts new parameter files.

I thought the same problem was going to present itself in the MTH Realtrax parameter file because it fits exactly within the curves of my O-31 circle. I had no problem adding some MTH track and a switch into the layout to try its operation. However, the image at the end of this article shows both a Realtrax circle, and my corrected Lionel O-31 circle with a section of Realtrax in it, and it lines up perfectly.

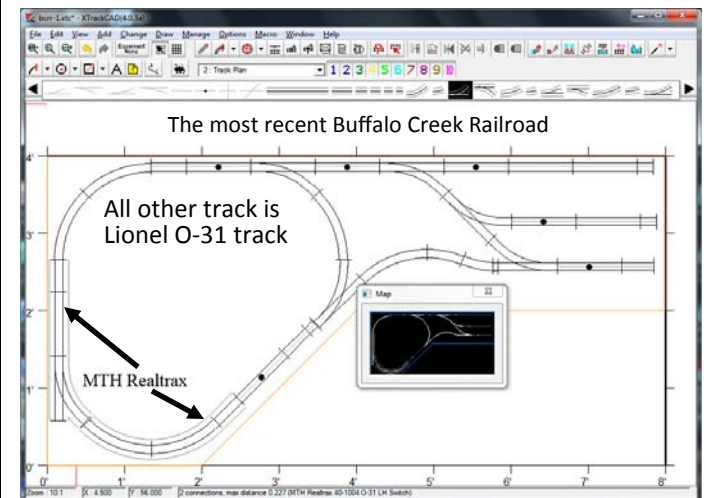
There is also a parameter file for Lionel Fastrack. Since I have none, I cannot say if the center rail to center rail diameter is 36 inches or not. That remains to be verified.

Since I discovered this problem and solved it, I have duplicated my small railroad easily, and have figured out a couple of layouts that my grandfather and my aunt had in the early 1950's. I have drawings of the track plans that do not line up exactly, but I have been able to "build" the layout that I remember as a five and six year old being either in my grandparents bedroom or on their sunporch.

This software will enable you to build your dream layout on the computer, and get a handle on what track it will require. You can do layers so you have different levels and have them interconnect. It will "run a train" on your planned track, something I have not yet figured out how to do.

Do a google search on Xtrkcad 4.0.3, download it and give it a try. It is a neat public domain track planning software that you might find very helpful in the future.

Join the XtrkCad group at Yahoo Groups, check in the Files section under Dwyane's Parameter Files for the Lionel O and Lionel O-27 parameter files entered there by bcr for the ones with the correct diameter in them. Dwyane also has a Lionel Fastrack parameter. If someone would be interested in sending me the information about Standard Gauge track, I would be willing to attempt to build a parameter file for Standard Gauge.



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(Editor's Note: After I had included the article on using Xtrk-Cad, I received this. Here we go into the Time Tunnel!)

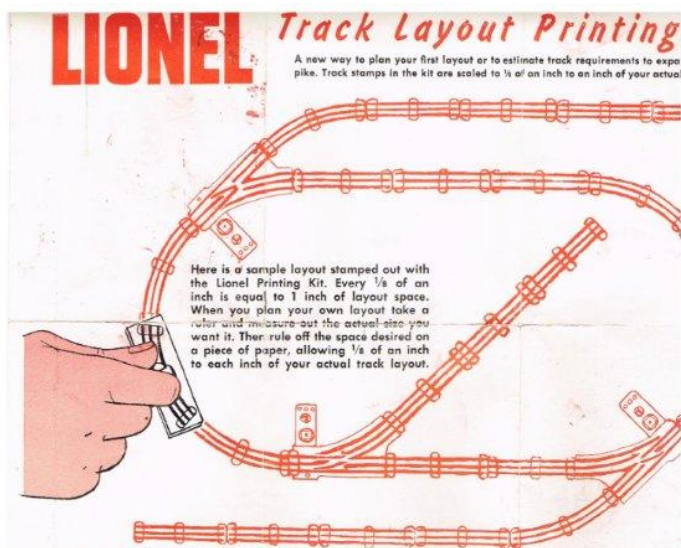
LIONEL LAYOUT PRINTING KIT

Way back when I was a kid I had a nice layout in the sun-room with Standard gauge raised over O gauge. I spent many a fun hour wiring, designing and playing trains. As I have written before, I really want an automatic layout with hands-off controls of intersections and train movements. Mr. Becker of Becker's in Philadelphia helped me. Since chips weren't invented as yet, we used Lionel e-units mounted on a board. A loco would trip an e-unit which would rotate the drum to a new setting. This would stop another train, flip a switch, etc. I could get a max of 27 minutes of runtime before something failed. Usually a loco truck would double click one of the e-units and mess up the cycles resulting in a crash.

Since I was away in boarding school, I wanted a planning tool so I could design different layouts. Lionel offered a stamp kit via a mail in. Somehow I found the money (We picked up and sold soda bottles and scrap iron in those days.) Lionel set me the little kit. It was kind of cheap and I never did do much with it. It had plastic ring-finger thingee that held the stamps for track and switches. I guess for me today the neat part about my set is that it was mailed to ME, thus my name is on the stick-on label. If I remember right the ink pad went dry fairly soon and the yellow ring did not even fit my pinky.

(The scan of the oversize instructions cuts off the copyright date of 1953)

Clem Clement



Catoctin Mountain Trains Reviews

Dan Danielson Reports!

For those of you that couldn't or didn't make this event you missed a great day of fun, trains, and fellowship. Marcia and Paul put out a wonderful spread of light refreshments which were enjoyed by all. Paul spent about an hour with Glenn and I before the event started helping us make selections for the Chapter drawing and door prizes. The drawing set Glenn described is a just released MTH Premier Southern Railway Crescent passenger set.

All afternoon between 1 and 4pm Chapter members and regular customers kept Paul and Marcia jumping. By the time the event was over Paul and Marcia both expressed their thanks to Glenn and I for a great day at their train store. We agreed to do the event again on the 9th of November if the BOD approves.

Today, Sunday afternoon, when Hope and I got home from our grandson's soccer game there was a message from Marcia again thanking us for a great day at their store. She also said they were looking forward to our next event.

Finally, I can only say that those who missed yesterday's event don't miss the next one. How about a bus trip to Catoctin Mountain Trains and Hobbies and the Train Room in Hagerstown in the future? It's sure to be a fun outing. I'm going down the basement to work on my new purchases.

Glenn MacKinnon Reports!

I'd like to report that the event yesterday was a great success. Dan and I rolled out about 10AM from the vicinity of route 50 and 495 and were in Thurmont by a little after 11. We ate breakfast at a local restaurant then headed for the train store. Paul Johnson and his wife had the store set up for an open house. Cookies, rum cake, various refreshments and good fun started upon our arrival. Tom Salen and son Stephen arrived in short order as well as several other WB&A members including George Tsakiris and Bob Heine. We all laughed, joked, told many lies and

gave each other advice both wanted and unwanted from 1-4. Everybody bought stuff, some more than others but all were satisfied. Great atmosphere and the Chapter got great discounts on our purchases to the extent that we were able to buy the drawing prize, an outstanding MTH Premier newly released Southern Steamer Passenger set 20-3463-1, and six door prizes: a Lionel TMCC speeder 37063, MTH B&O SW1 Switcher 30-20100-1, two Miller Engineering animated signs, and two \$100 gift certificates to Catoctin Mountain Trains and Hobbies. All WB&A members got 10% off of their purchases.



Paul Johnson and a new customer



George Tsakiris, Glenn MacKinnon, David Somerville, Dan Danielson



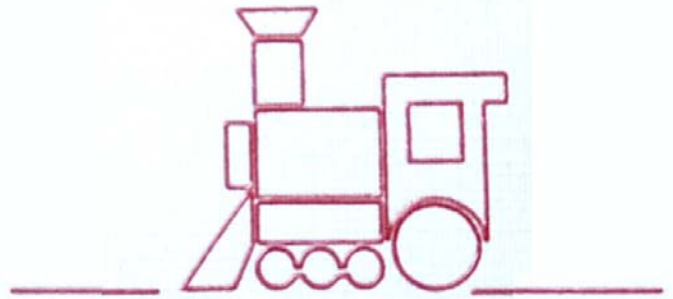
George Tsakiris, Customer from Hagerstown, Steven Salen



Customer from Hagerstown and Matt Panagos in the foreground



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Upcoming Train Shows

Apr. 18, 2013	TCA Museum Event
Apr. 19-21, 2013	Eastern Division York Train Show
May 4, 2013	The Hall's Annual Open House
Jun. 2, 2013	WB&A Business Meet & Swap Meet
Jun 22-30, 2013	TCA Convention, St. Louis, MO
Nov. 2, 2013	WB&A Business Meet & Swap Meet

We regret to inform the membership that the WB&A has lost member #3020, **Mike Kref**. We extend our condolences to his family.

Don't Forget!

The Hall's Annual Open House is the first Saturday in May (5/4/13) from 11:30-6:00 and we hope to see you at 474 Cherokee Run Road, Linden, VA 22642

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Look who just joined WB&A!!!

Marcelino Bedolla	Columbia, MD
Herb McKtarian	Annandale, VA
Kevin McCall	Manassas, VA
Don Ayd	Baltimore, MD
Leonard Kleveta	La Plata, Md
James Wright	Columbia, MD
Tim Kirk	Beltsville, MD
Joseph Korczynski	Glen Burnie, MD
John Howser	Annapolis, MD
Larry Lushbaugh	Sharpsburg, MD
Bill Routson	McDaniel, MD
John Gomoljak	Crownsville, MD
Arne Meyrow	Alexandria, VA

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Standard Gauge Study Group

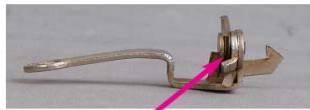
We have been including information that Bruce Greenberg and Clem Clement have been uncovering with their study group. I was curious as to how this data was being collected. So I asked Bruce about displaying a sample of the study sheets. I have received permission to include samples to give our members an idea of the detail that this group starts out with.

Bruce and Clem welcome all collectors to come and participate in the Study Group meetings. If you are not able to travel to the Study Group sessions, Bruce would still welcome your input. We will be putting the Study Forms on our new web site, www.wbchapter.org.



Light brackets: left: Type 1: open bridge, thicker metal. Center top: left: Type 1 open bridge, thicker metal, right Type 2, solid bridge, thinner metal. Center bottom: left: Type 1 open bridge, thicker metal, right Type 2, solid bridge, thinner metal. Right: Type 3, description below.

17. Light bracket: ___Type 1 open bridge, thicker metal, ___Type 2 solid bridge, thin metal. ___Type 3, late version, one piece stamped steel with a screw to tighten the threaded area around the bulb. Nice design as it doesn't require a threaded section or more parts. The stamping has angled grooves in it and when the piece is folded, they come together to form the threaded area for the bulb to nestle. ___Type 4 other _____



Type 1b, no spring, rivet with shoulder



Type 2, a brass retainer holds the spring.



Left, Type 2 with brass spring retainer, right, Type 3 with notch to retain spring

18. Coupler: ___Type 1a no spring, ___Type 1b, no spring, rivet with shoulder ___Type 2, ___Type 3



19. Underside: ___no markings or label ___rubber stamped. Oil label ___Type 2 (left above) ___Type 3 (right above)



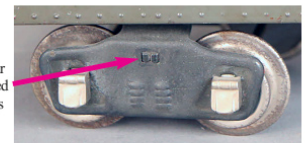
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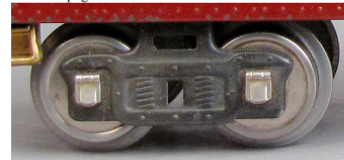
Left: cotter pin, floppy washer, E-clip washer, not shown omega clip
23. Truck fastener: ___cotter pin, ___floppy washer, ___E-clip washer ___omega clip

Omega clip, photo needed

Small rectangular holes with painted spreader bar ends



500 Series Type 2 truck, two small rectangular holes in the side panel for the spreader bar. Spreader bar has painted ends.



200 Series: ___T1, ___T2, ___T3, ___T4 ___T5

Above: Type 1: 1924-26, no spreader bar, 8-32 screw attachment. Roller pickup assembly connects directly to truck.

Type 2: 1927-28, spreader bar, painted spreader ends, stud with hole for cotter pin, axle ends not swaged. Roller assembly fastens to spreader bar.

Type 3: 1929-34, spreader bar, unpainted spreader ends, stud with hole for cotter pin, axle ends not swaged

Type 4: 1935-39, spreader bar, unpainted spreader bar ends, stud for 0 clips with radial cut, no hole for cotter pin.



Type 1 truck, 1925-26, underside. Large rectangular hole in side panel, no spreader bar, punchings to fasten pickup assembly.

500 Series ___T1, ___T2, ___T3, ___T4, ___T5

Type 1: 1925-26, large rectangular hole in side panel, no spreader bar. Pickup assembly attaches directly to truck.

Type 2: 1927-28, two small rectangular holes in side panel for spreader bar. Spreader bar with painted ends.



Radial groove

500 Series trucks Type 4 (left) and Type 5 (right). Both have small rectangular holes above the springs for fastening the spreader bars. The spreader bar is missing from the left truck but appears on the right one. Both have slightly angled springs on their sides; the major difference between the two is the mounting stud. Type 4 has a hole in the stud; Type 5 has a radial cut in the stud.

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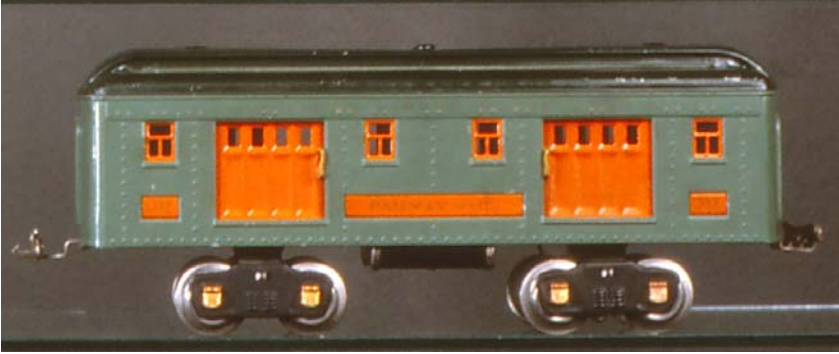
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The participants from left to right Dan Feighery, photographer; Robbie Schroeder, Chick Little, Jim Kinder, Rocque Kramer, Phil Graves, Rod Oppmann, Jeffrey Dulberg, Norm Henderson, Carol McGinnis, Doug Gordon, Bruce Greenberg, Bill Graver, Bill Ruff, and Clem Clement. Present but not shown Alex Wehmann, photographer, Charlie Reynolds and Bill Parsons. Other regular participants not present: Karl Rammling, Trip Riley, Paul Russell, Tim Eley, Don Conard, Jerry Olexson, Pete Dilonardo and Jim Warrington.



The Lionel - Ives - Lionel Story

At the January 26 Standard Gauge Study Group session, Doug Gordon brought a very unusual Lionel 341 observation for study. The car is shown at the bottom of this page. After some discussion the following explanation was developed for how this car came to be.



The attractive passenger set, 332, 339, 341 rubber stamped "THE LIONEL LINES" above the windows was first offered in all peacock from 1928 through 1931. It was offered in peacock and dark green in 1933. A 339 is shown on the left.



In 1931 Ives became a division of Lionel and Lionel re-marked some Lionel trains with Ives marking. The Lionel 332, 339 and 341 cars were relabeled with a decal "THE IVES RAILWAY LINES" above the windows and with a white Ives label on the underside. A decal 339 is illustrated to the left.



Lionel closed its Ives division after 1932. After closing its Ives division, Lionel applied to remaining inventory a new decal reading "THE LIONEL RAILWAY LINES" over the Ives decal and glued a new red Lionel Corporation label over the white Ives Corporation label. The labeling changes represent three different marketing efforts for the same car! A 341 Observation from the 332, 339, 341 set is illustrated to the left.



Join the Standard Gauge Study Group

Bruce and I have been trying to make the transfer of files easy for those who wish to take part in the Standard Gauge Study Group, but do not live in an area that is local to the meetings of this group. These instructions are for setting up your computer for an electronic transfer of the Standard Gauge Study Group files if you wish to take part in the work.

There is a ready alternative to electronic transfer of the forms. After you open the form from the website, you can print it and fill in the form with a pen. Then you can mail the form to

Bruce Greenberg
5233 Bessley Place
Alexandria, VA 22304
703-461-6991

The second option is to install a pdf creator (DOPDF-7, PDF995, and others). However some of these will take you out on the web to their home page every time you use them. Also, be aware that many of these try to change your browser home page, add browser helpers that you may not want.

The third option we have is to fill out the form in FOXIT reader. We recommend that you use Foxit Reader for the simple reason that you can save the filled out form which cannot be done in the more popular Acrobat Reader. On the website, we have included instructions in the file InstallingFoxitReader.pdf, which leads the list of files downloadable from this web page. We recommend this because it enables you to keep a copy of the filled out form, which Acrobat Reader does not allow. Then you have something for your own records on your computer system.

WB&A Board of Directors Meeting at the Semi-Annual WB&A Swap/Business Meet

When: Sunday June 2, 2013
Where: Macon Lodge
Fairfax, VA
Time: 11:00 a.m.

Come and join the WB&A Board of Directors

Agenda: Officer reports, Eastern
Division report, upcoming
Events, open discussion.



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Clem & Sandy Clement's 40th Annual Old Car and Train Day

Sunday February 24, 2013 will be remembered for many things: Danica Patrick's 8th place finish in the Daytona 500; the selection of Argo for Best Picture at the 85th Academy Awards; and most important, Clem and Sandy Clement's 40th Annual Old Car and Train Day.

A week before we had a group invited to supposedly to fix my trains any the layout. Their consumption of coffee, donuts and Ms. Sandy's home made soup bespeaks otherwise! Dan Danielson, Frank Hale, Jim Gray, Glenn McKinnon, Benny Leonard and Ed Fulginiti cleaned and fixed everything. Plus the crew re-wired up some ancient audible signals. I had never heard an IVES signal bell before!! It sounds great!! We had fun and my appreciator is maxed out with thanks.



Clem & Dan Danielson prep engines



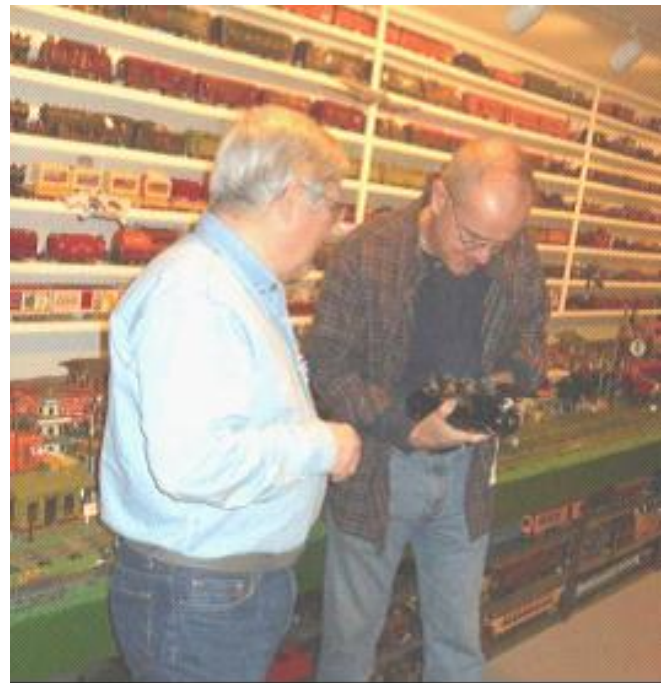
Ed Fulginiti cleans the track



Glenn working on the tracks



...and elbows get the layout ready



Jim & Glenn look for scratch built e- unit
Sunday morning we'd asked for help in getting the event ready-set-go. I'm too old to do all this on my own (Please get it that I ain't saying Ms. Sandy is over 21). Jim Gray, Janet and



When it's hot enough to fry an egg...
...the transformer's toast

Glenn McKinnon, Colleen and James Hall, and Sharon and Benny Leonard kindly arrived early and were a great help with set-up. I hear the ladies got their work done so efficiently and quickly that they had time for a set with coffee and donuts. I will fix that next year with more tasks for them.

The men folk put the sign and chairs out and drove my 3 old cars into show position. Jim Gray took James and Glenn for a ride around the block in the '29 Packard which fortunately did not breakdown. James did the chalk work for excellent signage on the driveway. We set the toys and 3 track boards out in the empty carpeted garage. Two layouts accepted power, although one was intermittent. The toys were placed in piles ready for the kids. All day there were 28394629864 kids playing toys and trains on the garage floor. Happily, no kids were left behind at the end of the day.



Takin' Clem's "Gray Lady" out for a spin

In my train room Glenn and others had fired up the layouts; we had 7 loops powered. The inner zig/zag standard gauge loop tested fine but did not respond on train day. Sunday evening it worked fine. The outside loop of O gauge worked fine with a Lionel 256 and 3 passenger cars working just fine. Later on Tony Hawker and Tony Duncanson ran Tony's engines. The S gauge loco rolled into the G gauge consist with a very realistic crash. No damage: we got the hook to rescue the cars and started things up again. The last guest train around the O gauge loop was Jim Gray's 251E with 3 600 series cars to the delight of granddaughter Grace. Jim kept running after Grace and Dad Scott Nelson had to go meet Mom for dinner, promptly derailing right behind the G gauge loop; again there was no damage (except to pride), and the hook collected the loc and cars.

We had LOTS of guests again this year; too many for me to have seen and report. Fortunately, I got to talk with TCA national President Carol McGinnis and her hubby Chuck. Sandy's banquet spread was "scrumptious" according to Grace; she especially liked the gingerbread train glued together with chocolate icing and the punch.



Gingerbread train with snow

My annual talk began at 2:30 to the waiting crowd... I was asked to be brief and you know how easy that is for me. I always have a prepared outline but I couldn't find it. What actually happened was that many of our guests spoke up which made it very memorable. I was pointing out that all of my trains have DNA and PBJ on them from kids who have played with them. Phil Graves jumped in sounding a solid agreement that these are memories and toys that created happiness. Ninety-one years young John Gilmer talked about his IVES set he received while his family was stationed in India in the 1920's. John Cardwell greeted us in Russian and talked about the Russian passenger car sign I have and Russian train sets. Mathew Kehn showed off the Famous STOMPER and read his Racin' Rules. I spoke of my memorabilia from my Mother and Father and many of the various stuffs I have around. Apparently the Truth Fairy was present and all enjoyed the moment.

The trains ran until well after 5 pm. Two members left trains to repair.

For a peek at some of the trains, check out the YouTube video made and posted by Phil Foss: <http://www.youtube.com/watch?v=YaVQDO4LDGo&feature=youtu.be>.

Clem

As told to Jim Gray

THE RESULTS ARE IN!

Your Board of Directors would like to thank all of the WB&A members who took the time to respond to the recent survey that was mailed out to the membership in early February. As of March 2nd, 96 questionnaires were returned.

The good news is that we had 54 responses indicating that individuals would be willing to serve on committees in support of new or existing activities focused on enhancing the value of the WB&A membership experience. Activities generating the most interest were: Open House events, How to Sessions, Trips/Excursions, and working on WB&A layouts.

In the very near future, we will be contacting these members directly to begin following through on developing and executing plans focused on expanding opportunities to have fun participating in train and train related activities.

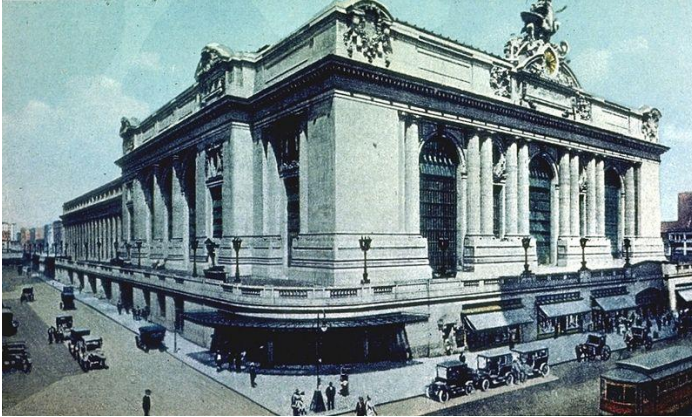
Survey responses verified for us that the "Trolley" is well-read and a great product. We will continue to take steps to improve its quality and make it a must have document and a major reason to become a WB&A member. Every one of you is encouraged to contribute. Articles, pictures, stories.....virtually anything of interest to our members is welcome. Please contact our newsletter editor Paul Pullen at bcrr@netzero.net about submitting material.

Likewise, the survey identified our web site as an essential element of the Chapter's future. We have already taken steps to improve its content and format. Like the newsletter, the website supports the entire membership and your input is encouraged. Pictures, videos, links to other sites....whatever you might think would be of interest are welcome. We all like to read about train and train related news, toy or prototype. Contact James Hall at HALLSHADOWRIDER@YAHOO.COM for instructions.

Complete results of the survey will be placed on our website in the near future. If you haven't sent in your questionnaire, it's not too late to do so. All input from the membership is important to charting the future course of the WB&A Chapter.



~Larry Laskowski



One hundred years ago, on Feb. 2, 1913, Grand Central Terminal officially opened to the public, after 10 years of construction, costing more than \$2 billion in today's dollars. William Wilgus, the New York Central's Chief Engineer envisioned the terminal after an accident in which a morning local from White Plains had slammed into the rear car of a Danbury, Conn., train stopped on the tracks of the Park Avenue Tunnel, killing 15 passengers. Wilgus recommended that Grand Central replace steam locomotives with electric trains in an expanded terminal. Electric motors produced fewer noxious fumes and no smoke or steam, making subterranean tracks feasible. The depot could expand on the same footprint accommodating trains at platforms on two

levels, the lower for suburban commuters and the upper for long-distance trains. By 1906, the first electric locomotive traveled through the Park Avenue Tunnel from Highbridge in the Bronx on Sept. 30, 1906. The 2,200-horsepower electric locomotives could accelerate a train to 40 mph; multiple-unit suburban trains could hit 52 mph. The New York Central took great pride in their all-electric terminal

After electrification, Wilgus embarked on building a terminal without inconveniencing passengers on the railroad's hundreds of daily long-haul and commuter trains. He devised an ingenious construction strategy. Demolishing existing structures, excavating rock and dirt 90 feet deep for the bi-level platforms and utilities, razing the mammoth train shed and building the new terminal would proceed in longitudinal steps one section at a time and proceeding from east to west. Construction would take 10 years. Building Grand Central was a gargantuan undertaking. Steam shovels excavated 3.2 million cubic yards of earth and rock to a depth of 45 feet to accommodate the subterranean train yards, bi-level platforms and utilities as deep as 10 stories. The daily construction and demolition debris was about 1,000 cubic yards and filled nearly 300 railway dump cars. The lower tracks were 40 feet below street level and sprouted "a submerged forest" of steel girders. Construction required 118,597 tons of steel to create the superstructure and 33 miles of track. Up to 10,000 workers were assigned to the site and worked around the clock. While Pennsylvania Station opened earlier in 1910, it could not compare to Grand Central in magnitude. Pennsylvania Station and its yards spanned 28 acres had 16 miles of track that fed 21 tracks serving 11 platforms. Grand Central covered 70 acres with 32 miles of track, 67 tracks and 44 platforms. Grand Central used twice the masonry and steel that Penn Station did. Fifteen hundred columns were installed to support the street-level deck and the buildings that would rise on it. The terminal alone cost \$43 million to build in 1913 with the entire project setting the Central back about \$80 million. On opening day, New York Central Railroad officials estimated that by 4 p.m. on Sunday, Feb. 2, 1913, more than 150,000 people had visited the terminal since midnight. The first train departure was the Boston Express No. 2, at 12:01 a.m. The first arrival was a local on the Harlem line.

Grand Central influenced toy train making from the beginning. No other project could be thought of as a "state-of-the art" technological advancement on such a grand scale, and it was to become the basis for some of the early electric trains that Lionel and others produced. Even before it was finished, Lionel introduced electric style locomotives in Standard Gauge, the 30 series based on the New York Central's S class locomotives of the time. These were lettered for both the New York Central and the New Haven since that railroad also used Grand Central. When O gauge was first produced, it too had the 150 series of electric locomotives also based on the S class engines. In the 1920's or the Classic period, the S class prototype continued to influence Lionel products. The 250 series of O gauge engines followed the S Class locomotives, sporting the small pantographs as did the prototype, The 253 was made to look more like a New Haven engine. In the Standard Gauge line, Lionel now offered the 318, 402 and 408 electrics,

all of which followed the New York central prototype.



Reprinted from METCA's Jan-Mar 2013 Waybill

The façade of the terminal is thought to be the prototype of Lionel's series of Large City stations which all were engraved with the name "Lionel City" They were marvelous additions to any train enthusiasts layout in those days and perhaps even in the present. These stations were offered in the Lionel line from 1931 through 1942, with the Number 115 station being carried over into the early years of the postwar period. The stations were offered in two sizes, standard like the #115 and



large like the #116 with the latter having double windows in the front and being about 8 inches wider. Two color combinations were produced, early which was a Cream color with Green trim and a Mohave base and late which was a White station with Red trim and base. The stations were equipped with several levels of operating features, basic with interior illumination, upgraded with front wall lamps, and the highest level which included an electrical train stop and start feature. Lionel also offered the #129 terrace accessory which was a raised platform to accept the station, had a wide staircase leading up to the terrace, illuminated lamps mounted on a perimeter fence and landscape plots on either side. It was about 32 inches wide and when equipped with a city station, it really gives a feel of a Grand Central Station on the toy train layout.

When Grand Central was finally finished, it was hailed as "a monument, a civic center, or, if one will, a city." It was thought to be not only the greatest station in the United States, but the greatest station, of any type, in the world." Grand Central was billed as the first great "stair less" station, one in which the flow of passengers was sped by gently sloping ramps that were tested out at various grades and ultimately designed to accommodate everyone from infirm travelers, to toddlers at a mother's side, to the man laden down with baggage, to the women trailing a long and preposterous train. The flow would now empty from 32 upper-level and 17 lower-level platforms into a main concourse measuring 275 feet long, 120 feet wide and 125 feet high and flanked by 90-foot-high transparent walls that were punctuated by glass walkways connecting the terminal's corner offices. Its concave ceiling created a view of the heavens from Aquarius to Cancer in an October sky, 2,500 stars, 59 of them illuminated and intersected by two broad golden bands representing the ecliptic and the Equator. The ceiling designs were developed by J. Monroe Hewlett and executed largely by Charles Basing and his associates. As many as 50 painters under Basing's direction worked to ensure that there was no variation in color tone. Lunette windows were ornamented with plaster reliefs of winged locomotive wheels, foliage branches symbolizing transportation, clouds and a caduceus, a staff usually entwined with serpents and surrounded by wings, typically carried by heralds.

A century later, journalist and novelist Tom Wolfe would write: "Every big city had a railroad station with grand — to the point of glorious — classical architecture — dazzled and intimidated, the great architects of Greece and Rome would have averted their eyes — featuring every sort of dome, soaring ceiling, king-size column, royal cornice, lordly echo — thanks to the immense volume of the spaces — and the miles of marble, marble, marble — but the grandest, most glorious of all, by far, was Grand Central Station."

Who would disagree!! If you have a Lionel City station on your layout, surely the same thoughts race through your mind when admiring it. Make it a point to visit Grand Central during its centenary year. During National Train day weekend in May, the "Parade of Trains" pageant will once again take place and would be a great time to visit. We are indeed fortunate to have this transportation marvel with us and in our METCA region!

MARK YOUR CALENDARS

Semi-Annual WB&A Swap/Business Meet

Sunday, June 2, 2013
Macon Lodge
411 Little Falls St.
Falls Church, VA 22046
9:00 a.m. — 1:00 p.m.

SW-1 Switcher Diesel Engine w/Proto-Sound 3.0



- WB&A Members Only.
- 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.
- Telling of stories is permitted.
- Free Parking.
- The WB&A will be serving donuts, coffee and bagels free of charge.
- Light lunch.
- For Information, contact Dan Danielson (postwar@comcast.net).
- Door prize given to a WB&A member MTH SW-1 Switcher.

AUCTION ANNOUNCEMENT MULTIPLE AUCTIONS TO BE HELD

Two weeks ago TCA was very fortunate to be the recipient of a large donation of trains from the estate of a long-time member, 73-6084. The will of this member very generously specified that TCA was to be the recipient of these items. The items were reviewed by the Education and Museum Committee and many items were selected to be included in our museum displays. There were many items chosen which include a Mickey Mouse Handcar, a Santa Handcar, a Lionel Girls Train, and a Mickey Mouse Circus Train set, in addition to several rare cars, enhancements to the early TCA convention cars, and a decent amount of running stock. These will give the museum a good opportunity to enhance displays and change things around. TCA has a core group of people, who understand the needs of the National Toy Train Museum (NTTM), and who spent hours searching through the trains and designating those that meet the criteria of the NTTM mission statement. The other items that do not help fulfill the mission of the NTTM, or would duplicate items already in our collection, have been designated for auction. These items, coupled with train and paper materials already set aside, warrant three auctions. The trains and paper included in each of these auctions will focus a separate facet of our hobby. The auctions will be held over the next four months.

The first auction will be held on April 17, 2013 from 9 am to 2 pm at the NTTM. This will be a part of the York Wednesday activities. This auction will have 1000 lots, with two auction rings running simultaneously. One will focus on trains which will be prewar/tinplate/and modern. The second will be paper which will be newsletters/catalogs/magazines/and slides.

A second auction will be on May 18, 2013 at the Lynfield Fire House, 1077 Main St, Linfield, PA 19468. This auction will have 300-400 lots, one ring and will focus on postwar Lionel.

The third auction will be on June 1, 2013 at the Lynfield Fire House or Shady Maple, 129 Toddy Dr., East Earl, PA 17519. This auction will have 300-400 lots, one ring and will focus on mixed trains.

Money acquired from these three auctions will be divided between the National Toy Train Museum, the Toy Train Reference Library, and the Endowment Fund.

For more information on including TCA in your Will or Bequest, please contact Jane Boyce at the National Business Office.

Yours,

Carol R. McGinnis
TCA President

