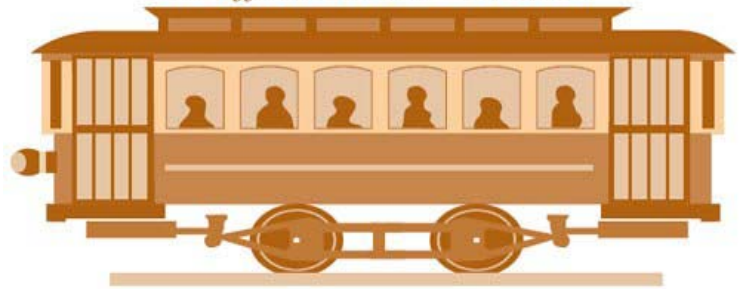


*“The Trolley”*  
The Official WB&A Newsletter



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

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**Oct.-Dec. 2013**

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***From the President's Desk***

***A BITTERSWEET ENDING***

This is likely my last President's letter I'll write for WB&A Chapter, TCA. It feels very different than all the others I have written over the years. In fact, it feels a bit surreal. I have spent so many wonderful years with the Club that the thought of not being an active contributor seems unthinkable. I hope you will bear with me as I reminisce. It's been seventeen years that I've been involved in the train collectors' hobby. I'd been elected President of WB&A twice. I hope I've done a satisfactory job. But what I especially want to convey, is what the club did for me. I have met some terrific people over the years and made some great friends. That is, by far, what I cherish most of all...my association with some fantastic folks, who I've been blessed to work with.

As some of you may know, I was recently forced to close down my family business of 35 years. Some of you may have noticed my absence at TCA events, and noticed the absence of the President's message in the last Trolley. Needless to say, I felt very overwhelmed by the personal turn of events and felt very much alone with my problems. But then, the phone began to ring. So many of you phoned and offered kind words of encouragement and support. My Board of Directors was first to let me know they were there if I needed them, each of them offered to help in any way they could. Treasurer Glenn MacKinnon and VP Tom Salen offered to perform my duties until I was ready to resume my post. Dan Danielson, Glenn and Bob Ferguson brought me out to dinner during some of my darkest days just to let me know they were concerned about me. Yes, they even paid for my dinner. Eastern Division President, Jim Kronz, Past President and Registrar Sam and Debbie Geiser took my wife Rita and I out to cheer us up. These diversions were so very welcome. Other members called. Clem Clement, Brian Reilly, Colleen and James Hall, Dave Eadie and Paul Edgar all called to express their sympathy.

When I joined WB&A and TCA in 1997 I never dreamed of the friends I would make or that so many good people would be there in my hour of need. Train people are special people I have learned. Thank you one and all.

I must not forget to mention the many outstanding contributions the Board of Directors and volunteer members have brought to WB&A during my tenure. There's a new trailer to transport our layouts, and there's a new venue for our Virginia meet. Also, there's a beautiful new website that has already made a big difference in recruiting and membership. A Facebook page has brought WB&A into the electronic age. Bruce Greenberg's seminars of prewar trains have brought back the older generation of members that we thought we might be losing. Drawings of beautiful new trains are offered at our meets for our members; Thomas the Train play areas keep children transfixed at the shows and will hopefully bring them to our hobby in the future. There's still a lot to look forward to.

I'll still be around as the outgoing Past President for at least another two years. I intend to stay active as Chair of the Annapolis meet and help in any way that I can. This Club means a lot to me. So, it may be bittersweet to hand the job over to the next in line...but I trust the new Officers will do their best as well. And I'll keep hanging out with the best people it has been my good fortune to know....WB&A friends. Thank you, everyone, for the privilege and honor to serve.

Sincerely,

Art Tate

President, WB&A Chapter, TCA

***In This Issue***

***Page***

President's Message	1
Treasurer's Report	2
Secretary's Report	2
Historian's Corner	3
Membership Moments	4
WB&A Elections are Coming Up!	4
It Ain't Over Till the Shredders Hum	5
The Saga of Smokey Joe	7
View from the Observation Car	10
Trains	11
Vienna Fire Station Meet	12
Christmas Garden	14
Vice-President's Message	14
National Christmas Tree Railroad	15
Standard Gauge Study Group Report	18
Old Time Christmas Cards	19



# Treasurer's Report as of Sept 13, 2013

By Glenn MacKinnon

Another summer is coming to a close I have to report that Janet and I had a memorable trip to Europe that included a visiting locales where we were stationed in the late 80's and a cruise. We planned our trip to include travel by train and a visit to the world's largest model railroad, the Minitur Wonderland in Hamburg, Germany. We reached speeds of 118 MPH between Bremen and Hamburg. The cruise portion of the trip included passage thru the Kiel Canal, Germany's equivalent to the Panama Canal. One interesting highlight was the



train bridge over the canal with a car ferry suspended underneath by cables, much like a ski lift gondola that moves 6 cars across the canal in between ships transiting the canal.

Tickets are still available for this years drawing of the beautiful MTH Premier 4-6-2

Southern Ps-4 Steam Passenger Set with Proto Sound 3.0 (Product # 20-3463-1) and matching Southern Steel Center Cupola Caboose (Product # 20-91346). You can purchase drawing tickets by mailing a check made out to the WB&A to me....Glenn MacKinnon, 6908 Trillium Lane, Springfield, VA 22152. Please include your return address. Ticket costs are 1 for \$5 or 6 for 25. You can also see the set and purchase tickets at York in October at our table in the Silver Hall or at our Swap Meet in Baltimore on November 2nd. The proceeds from the drawing are

## Significant Activities January 1, 2013 thru September 13, 2013

	Expenses	Revenue
MD Armory Mar 2013 Meet	3405	5343
Vienna, VA Meet	2585	1605
Membership Dues 2013	168	4788
Membership Dues 2014	44	797
Newsletter 2013	3114	340
Kids Korner	589	545
Swap / Business Meeting	328	
Door Prizes for Swap Meet	571	
Train Set for Drawing	831	770
WB&A Layouts	168	
WB&A Trailer	645	
Web Site	2881	
Questionnaire + Mailing	349	
TCA Division-Chapter Appeal	1000	
Outside the Lines (Nancy Swan)	65	
Danny Martin Retirement	100	
Miscellaneous Expenses	118	

used to defray the costs of the outstanding door prizes we give away at our member's only swap meets. We need your support of this program. The Chapter's financial activities for January-June 7, 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 — Sept. 13, 2013	\$31,479.59

## Secretary's Report For May 11, 2013 Board of Directors Meeting

Home of Dan and Hope Danielson – Thank you Dan and Hope for hosting the BoD meeting, you were both wonderful hosts.

Meeting Start Time: 10:40 a.m.

Meeting End Time: 3:20 p.m.

Saturday – September 7, 2013 Next BoD meeting at the home of Glenn and Janet MacKinnon to start at 10 a.m.

### Present:

Art Tate, Tom Salen, Glenn MacKinnon, Colleen Hall, David Eadie, Bob Goodrich, Mary Jackson, Pete Jackson, Dan Danielson.

Art welcomed all to the meeting.

### OLD BUSINESS

The March 2, 2013 Minutes were distributed and read. There was a motion to accept the Minutes by Tom which was seconded by Glenn and it was voted on unanimously to be accepted.

Treasurer's Report given by Glenn. Each line item in the report was discussed. An additional item for \$299 for the trailer was added. Glenn discussed the going forward ways to maintain a healthy balance for the WB&A. There was discussion on the sale of the drawing prize for 2013 and that sales were going well, however, we needed to continue to promote it so that we sell out the 500 tickets for the drawing. Glenn was going to review the website for possible change/update to the promotion/advertising of the drawing and to have it on the WB&A Facebook. Glenn discussed the signage for the trailer and that we needed to get word out to the membership that we would hold a contest for them to design the signage.

Bob is going to look into payment options, e.g. PayPal and/or credit cards. There was a motion to accept the Treasurer's Report by Pete which was seconded by Mary and it was voted on unanimously to be accepted.

Membership Report was given by David who has taken over the membership position from Bob F. David is going to work with Bob in transitioning the information over to him and a review of the membership would then be made and compared to past years to ascertain moving forward with reaching out to those members who were no longer a member of the WB&A. At this time, we have 264 paid members for 2013.

Colleen discussed the Chapter Communications and again asked that they view the website and to pro-



## TOP TEN WB&A BENEFITS

vide any comments/changes/additions to Joe Helsing and cc: James on their communication, but that anyone outside the BoD is to send their items to James who will then send them on Joe H. for the website. Art will be sending us password information for the Facebook page and he should get link information to Joe H. to put up on the website. Tom agreed to take the point on getting the Facebook page fully operational.

Dan presented the Eastern Report and reported that the October meeting was quick and straight forward. The presentation of the \$25,000 contribution to the TCA by Eastern was made at York by Jim Kronz. Dan reported that in order to run for President of Eastern, one would need to serve two terms on the BoD. Dan reported that the newly formed Upstate New York chapter is doing well and has approximately 200 members and he believes the dues are \$10-12 a year.

### NEW BUSINESS

Art discussed the Annapolis Armory and thanked everyone for their contribution to the success of the Show. We all congratulated and thanked Art for chairing and putting on a great Show. There was discussion on getting more vendors at the Show so that parents could purchase starter sets from them. Art was going to look into this and reach out to some vendors.

Glenn discussed the sale of the drawing item was going well and that the two \$100 gift cards from Catocin Mountain would be used as follows: 1. New members would be entered into a drawing for one of them; 2. WB&A members would be entered into a drawing for one of them with the caveat that if you bring someone new into the Club, you would receive an additional entry into this for each new member you recruit.

Art discussed the appointment of John Buxton to the open board position which runs until December 2013. There was a motion to accept John Buxton by Bob as a member of the BoD to fill the vacant position that runs until December 31, 2013 which was seconded by Mary and it was voted on unanimously to be accepted. Art would reach out to John to let him know that the term ends December 31, 2013 vs. 2014, which we believe John thinks it runs to.

Tom and Colleen discussed the Trolley. Art agreed that we can eliminate sending two copies to spouses, if that is their desire. Tom discussed the scope and size of the Trolley and we agreed that we need to be conscious of its ever growing size due to the cost of copying and mailing. We need to get Paul election information and have him change Bob's information to David for membership and the form information to reflect the change.

Glenn discussed the contribution to the TCA of \$1,000 at York which Eastern matched in part of the \$25,000 matching campaign and pictures have been shared.

Dan spoke of the June 2 Swap meet being on schedule and Colleen advised everyone she would

- 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](mailto:bcrr@netzero.net)

**DEADLINE FOR SUBMITTING ARTICLES  
FOR JANUARY 2014 TROLLEY  
Dec. 14, 2013**

not be there and someone had to take the Minutes in her absence. We need to share with the WB&A members Phil Graves information so that they can visit his home after the meeting which he has kindly agreed to open up to the members.

Dan discussed contributing \$100 towards Dannie Martin's retirement and there was a motion by Glenn to contribute the \$100 which was seconded by Pete and it was voted on unanimously to be accepted.

Glenn and Dan discussed the upcoming trip to the Catocin Mountain Trains store on November 9.

We discussed the WB&A table at York and what we should do to grab the members' attention. We discussed using the cross-buck signs here along with signage and promoting the two \$100 drawings. We discussed having the table opened from 1-4 p.m. on Thursday, 11-4 on Friday and from 10-12 on Saturday. David would handle the sign-up sheet for this as we get closer to the October event.

Glenn led the discussion on the upcoming elections in November. The positions open for election are: President, Vice President, Treasurer, Secretary and 3 BoD positions (James, Pete and John). We need to get information into the Trolley and eblasts. Dan would collect the ballots and Bob, Dan and David would make up the nominating committee.

Glenn discussed the brick in honor of Nancy Swan and he was to get us the form so that we could give

suggestions on what to write on the brick.

Glenn is going to gather the names from the surveys that would like to volunteer for events and we are to contact them once we have their names to see what they would like to help with.

The next BoD meeting will be at the home of Glenn and Janet MacKinnon on Saturday, September 7, 2013 starting at 10:00 a.m.

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## *Historian's Corner*

In 1959 TCA was 5 years old. As a five year old is getting more independent and self-confident, so too did TCA. Collecting trains was fun and "your Quarterly should reflect that fun," states the editor Lou Redman. There were only 5 divisions: Eastern, New England, Northern California, Pacific Northwest, and Western. The convention was held in Los Angeles on June 19, 20 and 21. Some back issues from 1955, 1956, 1957, and 1958 of the TCQ were available for 75 cents each.

Now at 60 TCA is still about having fun. We are not 5 years old anymore, but we really have aged with grace. We have 20 divisions, and over 28,000 members. Our 2014 convention will be held outside Philadelphia, by the Atlantic Division. Back issues of the TCQ are still available.

And for those of you who know Fred Claassen, he writes a personal perspective "A common complaint of operators of 400E's is that the front truck continually jumps the track. I recently discovered a simple way to correct this, which may be useful information to other operators. Just remove the front truck retaining bar. The engine will now pass thru switches at high speeds satisfactorily.

For those of you who don't know Fred, come to the 2014 convention in Philadelphia, and he will be at the registration desk!

Keeping the wheels down and the smoke up, Respectfully submitted,

Carol Redman McGinnis  
WB&A Historian, TCA President  
8/30/13

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## *Membership Moments by David Eadie*

We just completed our first public show at the Vienna Virginia Firehouse on September 14th and it was a huge success. This show replaces the Kena Temple show we would normally be having in December. Many of you took advantage of renewing your membership and we even had 5 new join our chapter !! We are in full swing in our membership renewal efforts for 2014. Our membership dues will remain at \$18.00 per year, a real bargain for all we offer. As a reminder, if you pay your 2014 membership dues by December 31st, you will entered into a drawing for a \$100.00 gift card from Catocin Mountain train store (see below). Please take advantage of the two upcoming events to make your renewals easy. We will have a table in the Silver Hall at the York Meet in October, and at the November 2nd Baltimore Swap meet. So, please take advantage of this opportunity to renew your membership. We will also have on hand this

year's raffle tickets for the Ps2 Steam set offered by MTH.

### **New Benefit for our members this year !!**

We have one \$100 Gift Cards from **Catocin Mountain train store** which we will be awarding to members who pay by Dec 31st 2013, their dues for next year (2014) and one \$100 gift card for a new member who joins WB&A this year (2013).

**Drawing 1:** If your dues are current and paid in full for the upcoming year (2014) by December 31, 2013, your name will be put into a drawing to be held at a date to be determined shortly. If a **current** member recruits a new member for **2014 prior to December 31, 2013**, for each new member they recruit, that member's name will be entered again into Drawing 1.

**Drawing 2:** If you **became** a new member in 2013, your name will be put into a second drawing.

To become a member of WB&A, you must be a member of TCA. Our area covers Delaware, Maryland, Washington DC, and Northern Virginia.

Looking forward to meeting you at York and in Baltimore.

Thank you in advance

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A large, stylized graphic of the word "Vote" in a bold, sans-serif font. The letter 'V' is significantly larger than the other letters and has a thick, black, brush-stroke-like texture. The rest of the word "ote" is in a clean, black, sans-serif font.

### **WB&A Elections are Coming Up!**

The 2014 – 2015 ballot is coming in a separate mailing. Each candidate has submitted a resume listing their qualifications, goals and objectives for the chapter. Please read each one carefully and vote for continued Chapter growth and success.

### **Nominating Committee Mission Statement**

The Nominating Committee had the responsibility of selecting qualified Chapter members to run for selected offices to the WB&A Chapter for the next two years. It has selected qualified candidates who have demonstrated leadership abilities and a commitment that will be an asset to the Chapter for the future. These members have actively supported the Chapter by volunteering their time and resources, attending the meets, bringing in new members and expressing a desire to serve. The goal of the committee is that each member who has volunteered to serve on the board will prove to do their best in making our organization the Number 1 Chapter of TCA in the United States.

Thanks to David Beadie, Dan Danielson, and Bob Goodrich for their time and effort.

The 2014 — 2015 Ballot will be mailed to you in a separate mailing in early October. Let your voice be heard! For your ballot to be counted, it must have your WB&A # on the outside and be Postmarked no later than October



21, 2013. Do not enclose your ballot in an envelope.

All ballots will be taken unopened until the General Membership meeting on November 2 to be validated and counted.

After the ballots are counted, the newly elected Officers and Board of Directors will be announced by the Secretary, Colleen Hall. New Officers and Board of Directors assume their duties on January 01, 2014.

### ***It Ain't Over 'til the Shredders Hum***

by Jan Burket

Three years ago, WB&A sponsored the 2010 TCA Convention in Baltimore, MD. Years of work by co-chair couples Dan and Hope Danielson and Eileen and Dan Rollyson led to a great convention committee, who put in lots of time and effort to make the convention a success. Steve and I served as



Records being removed from the binders

chairs of the Registration Committee, a great group of volunteers who helped keep track of 850 members, their family members, and guests for the convention, tables, and tours.

The Convention came and went successfully because of all the committee members and their contributions, from hotels to tours to banquet. All that was



left were photos, great memories, and 6 boxes of registration records! Eileen Rollyson consulted with the National TCA Office, who suggested that they be kept for 3 years, then destroyed in a manner that insured privacy.

Before the convention, our committee had met monthly for lunch and work. Why not get the gang together again? So, on Saturday, Aug. 10, 2013, we put our potluck lunch on the table and got to work. First, the records were taken out of the large reference binders they were in. Then, the staples were removed from the paper. We found electrical outlets for several shredders, and put them to work.

We outlasted the shredders, who didn't seem to like working long hours. One by one, they overheated and had to go home to rest. After the party, Steve and I finished all that remained, and will tote them to the Recycling Center soon.

Our Registration Committee, who served so well before and during the convention, came through again. Thanks to Eileen and Dan Rollyson, Nada Huston, Joe Bustamante, Kathy and Bill Potterton, Tom Salen, and Charley, Liz, and Dick Doring for being available to share the task and create one more fun memory from the 2010 Baltimore Convention.



Time left over for the trainroom!



Allen Crotts, The Train Doctor, at work at Vienna, Va Show.

**WB&A 2014 MEMBERSHIP  
NEW/RENEWAL APPLICATION**

Return with Self Addressed Stamped Envelope & a check/money order for \$18 payable to WB&A.  
Mail to: David Eadie, 7825 Wintercress LN, Springfield, VA 22152

Name \_\_\_\_\_

TCA# \_\_\_\_\_ WB&A# \_\_\_\_\_

Address \_\_\_\_\_ Apt# \_\_\_\_\_

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

Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

E-Mail \_\_\_\_\_

Signature \_\_\_\_\_

Please contact David Eadie at 703-451-4149  
or [dbeadie@verizon.net](mailto:dbeadie@verizon.net) 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 Treasurer, Glenn MacKinnion, 6908 Trillium Ln, Springfield, VA 22152.  
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 in December.***



## The Saga of Smokey Joe

Getty Browning

Christmas and Holiday stories are something special to all people but even more so, I think, for train people. These stories stir pleasant memories of things past, of family and loved ones, of times of great enjoyment and excitement, and time for reflection and anticipation. Every family has a special tale to tell, or memory to share. Perhaps this happy tale from my past will bring some joy to you this holiday season as you, too, reflect on your past pleasantries.

I feel both very lucky and blessed to still have in my train collection, all three of my childhood American Flyer sets. Having resisted the temptation in the 1960s to sell them, many times I look at them and feel so glad that I didn't, as they were to become in later life, the impetus to reignite within me a great interest in collecting and restoring American Flyer S gauge that has lasted over forty years.



Many times when there were challenges in my life, my trains brought me both joy and comfort as well as great contentment.

One of those sets is very special to me, most likely because it was my first train set. Christmas, 1947 proved to be a very special event as it was that Christmas when Santa brought an American Flyer train set to our house. The first set was a 1947 Hudson freight set, a 322 with the smoke unit in the tender. Like many young boys I longed for the Christmas Holidays, as my dad would pull the plywood board with the track nailed to it, out of storage, and set it up. The Christmas tree would stand inside the oval and that great 322 would run around in its endless journey to wherever. I loved the sounds, the realism, and most of all, the smoke. One of my favorite uncles once saw the locomotive and its great volume of smoke and coined the name Smokey Joe. Not a particularly original or unique label, nonetheless, my 322 now had a name and would always be known to me as such. Through the years other sets joined Smokey, a 356 Silver Bullet set in 1953, and that most coveted of diesels-the Santa Fe Chief set in 1955-but I am getting a little ahead of the story. Sometime in the early 1950s when we set up Smokey for his annual Christmas run, he would not produce any smoke. I cannot remember specifically if my father took Smokey to a repair shop, but the end result was that he took the tender apart and removed the smoke unit and, alas, Smokey not only would not produce any smoke but no longer possessed the me-

chanics to do so. I was devastated at the time as Smokey was my first train and he had introduced me to the special, unique odor of the AF smoke.

Thankfully, the 356 was a great smoker so all was not lost. The 356 carried the torch so to speak in later years as it was the only functional smoking steam locomotive in



our fleet. In late 1955, we relocated to suburban Maryland, from Virginia, to be near Washington, DC, where my father's job with the federal government had taken us. We moved into a larger house and with that house came a basement, and a great large permanent layout. I was, at long last, able to keep the trains up year round and enjoy them all the time. Smokey's smoke unit became a prop on the layout "oil depot". For years it was part of the tank farm I built, though I never really assigned it a purpose for being there. If anyone asked, I just called it "machinery" for the oil depot.

As the years moved on, I, as my contemporaries, entered my teens, discovered girls, cars, and, alas, college. I didn't pay much attention to the trains and they sat on the layout essentially untouched for quite some time. At long last, it was decided to take the layout apart, put the trains away, and use the space more productively. Things stayed this way for a time, until my father's passing, and shortly thereafter, my mother's. As my brother and I cleaned out the house to sell it, I found the boxes containing the trains and relocated them to my house near Annapolis, Maryland. Alas, the day came when I decided to look through the boxes of trains now relocated and reunited with me after several years of "out of sight, out of mind".

I recall the immediate joy of the memories of those

### Advertise in "The Trolley"

Send a check or money order payable to **WB&A** with your print ready AD to:

Paul Pullen  
WB&A Newsletter Editor  
8120 Candle Ln  
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Ad Size	Per Issue	Year
Business Card	20.00	60.00
Quarter Page	30.00	100.00
Half Page	60.00	200.00
Full Page	125.00	400.00

many Christmas's when Smokey Joe and the Silver Bullet would smoke up the house to my great delight (but not everyone else). Suddenly, almost like an epiphany, an immediate renewed interest was born and a journey of collecting American Flyer S gauge began. Over the years many wonderful items only dreamed about in my youth found their way into my collection. Our home was somewhat smaller than that of my parents so no permanent layout was ever built. We did set up trains for many years much to the delight of our daughters who enjoyed them as much as I did in my youth.

One day the question was asked if Smokey Joe had ever smoked like some of the others we ran. I explained the saga of the removed smoke unit. One of our daughters asked if it could ever be repaired which, sadly, at that time, seemed like an almost impossible task. Her question stirred me to follow up and the thought began to take shape within my mind that it would be wonderful if I could restore Smokey to his previous function so future generations could experience the thrills he brought to me in my youth. A close inspection of the smoke unit revealed that during its tenure as an oil field prop, one of the motor brushes was lost. The bellows



was in pieces, and the unit was quite dirty. The wiring looked pretty bad as well. I decided that this unit was far beyond restoration and began looking around the various train shows, and online for a replacement smoke unit. Over time, I found two units, both of which worked like new, and would restore Smokey's namesake function. At the same time, I also noticed that parts to restore smoke units were showing up among many of the parts suppliers. First I noticed replacement bellows material, then brushes, gaskets, and wiring. It suddenly occurred to me that if all these parts were making their way to the marketplace, maybe, there was hope, after all, for the original unit to be rebuilt and reinstalled in Smokey. I made the decision that since I had two good replacement units available, there was nothing to lose in trying to rebuild Smokey's original smoke unit, except time, and a little money. The first thing needed was a set of brushes for the motor to determine if it really did still work. I located and purchased a set of the brushes, pulled the armature out, cleaned and lubed the entire unit, and to my great surprise, the motor ran like brand new! Encouraged by this success, I found new bellows material, new smoke element wire and wicking, and, enough courage and confidence to see what I could do. At the same time, I found new replacement cloth wiring to replace the old and basically ruined original. I found a bellows jig online to aid in the alignment of the two bellows plates for a perfect fit for the new bellows material. The correct glue to use became a concern as it needed

to be strong, yet remain flexible. I visited an old friend at a train shop in Mt. Airy, Maryland, described my need, and he recommended that I use a product called Goo, made by Walther Manufacturing. He said he had used it successfully for the same purpose and per his suggestion, I tried it, and it worked perfectly. I removed the top out of the heater unit, and immediately discovered what stopped Smokey's performance almost sixty years before. The wicking was burned away as well as the heating element wire had snapped into several pieces. By following a very detailed and excellent set of instructions, I was able to successfully replace the burned out smoke element wire and the wicking. I practiced on scraps to re-establish my soldering techniques having not done any in about twenty years. With the heating element and wicking completed, I decided to take on the wiring of the unit. I found a complete tender rewiring kit available from a supplier on e-bay which I bid on and won. The re-wiring kit had everything, including a new set of field cover cloth as the original was hard as granite and useless. Having successfully re-established my soldering skills with the heating element wiring, the rest of the soldering came off without a hitch. Now came the time to test everything and see if my efforts were to pay off. I attached the leads to a transformer, applied the current, and, sure enough, Smokey's old unit came to life and almost immediately, began pouring out clouds of white smoke! With the unit now fully functional I set about the task of reinstalling it in the tender. I first decided to replace the original cloth wire with the new wire, provided in the kit. After testing the original, it was decided to merely replace the pins and restore good tender/locomotive contact. Smokey had not been run in many years so, with the need to install a rubber tube in the boiler to connect the smoke unit to the smokestack, I cleaned and lubed the motor, and replaced what had to be, the original brushes. The time had now come to place Smokey on the rails and see what we had. He started running immediately and within a few seconds, smoke began pouring from the smokestack, just as it had done so many years before. With great joy, I relived the moments of my youth as once again, Smokey ruled the rails. One might be inclined to feel regret that it took nearly sixty years to achieve this, however, my only thought was, better late than never. Prior to the last ten years, some of the parts were not available and therefore, the great result might not have been possible. I still get a thrill when Smokey rounds a turn and comes straight at me with his headlight glowing and rich white smoke bellowing from his stack, much as he did for so many years past. My two daughters love trains and have carried on the S tradition in our family. We now have a grandson and a new granddaughter who, we hope to soon bring into the fold. The great success of this project has since led me to restore the Silver Bullet which also was in need of much repair and refurbishing. I hope to eventually freshen up the 4713 Santa Fe passenger set which fortunately, still runs pretty well and in need of only minor cosmetic help. I hope to soon complete this goal so I can eventually turn over these fine childhood friends to our grand children so they can experience the joy that they brought to me in my youth for many more years. Our grandson was thrilled at all of the holiday train smoke that both of these fine old locomotives delivered as well as the realistic sounds of HIS first train, a GG-1 from American Models. As we prepare for the upcoming Christmas season he has two things to bring excitement to the holidays-a new baby sister-and more locomotives to help Smokey Joe and the Silver Bullet





smoke up their house. We now have a DIESEL that smokes and which is only too happy to make its contribution to the cause!! Just as Smokey Joe did in 1947, we find ourselves again thrilled to hear the sounds of the trains, both old and new as they bring joy and excitement to another generation of train lovers. Yet again, we are greatly blessed!



## Upcoming Train Shows

Oct. 16, 2013	TCA Museum Open House
Oct. 17-19, 2013	Eastern Division York Meet
Oct. 26-27, 2013	Great Scale Model Train Show, Timonium, MD
Nov. 2, 2013	WB&A Swap Meet/General Business Meet
Dec. 5, 13—Jan. 1, 14	National Christmas Tree Railroad
Dec. 7-8, 2013	Greenburg Show, Timonium, MD
Dec. 7-8, 2013	24th Annual Train Display, Fairfax Station Museum, Fairfax, VA
Dec. 11-15, 2013	Winter Wonderland Train Show, Manassas Candy Factory, Manassas, VA
Dec. 2013	WB&A Drawing—4-6-2 Ps-4 Steam Passenger Set with Proto-Sound 3.0

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

Richard Haisch	Woodbridge, Va
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William Blome	Arlington, Va
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## View from the Observation Car

By George Tsakiris

### The Lititz Caboose Museum – Lititz, PA

Several editions ago I mentioned that this column would highlight from time to time, those individuals and small organizations or venues that promote model trains or railfanning and sharing that passion with the public. The Lititz Caboose Museum is such an operation and was the inspiration for this topic in this column.

On a hot (94 degree) day a few summers back while visiting mom in Lititz, I discovered this museum and accompanying Lititz train station. What struck me was the volunteer sitting in this hot caboose with nothing but a box fan for cooling. Not a lot of grandeur, glory, or comfort sitting in such a small hot space! This is dedication to something you love!

For clarification this is not a museum of cabooses; instead, the caboose is the entire museum! Within the confines of this caboose are the typical furnishings found in a caboose, stove, bunks, cupola, desk, etc.

In addition are HO and some O gauge models representing engines and rolling stock that ran on the Reading Railroad, including the road's predecessor (Reading and Columbia Railroad) and successors (Conrail and Norfolk Southern). Then there are the artifacts of the museum including period maps, caboose rosters, lanterns, schedules, and tools.

The volunteers that staff the museum are drawn from a group of local churches. They initially worked with the town to establish this museum and now staff the museum typically with one person at any given time during hours of operation. Visiting the museum during summer 2013 I spoke with volunteer Ed Ruth. Ed, like all of the volunteers I've met was friendly and knowledgeable. Ed indicated that they had over a hundred visitors that day alone; pretty good for a small outfit!

The rail line outside the museum is serviced by Norfolk Southern from Lancaster most weekday mornings. Across the track, and a must see if you visit the area, is the best (in my opinion) chocolate around, Wilbur Chocolate Museum & Factory Store. The factory has been there since 1913 and when you enter you will hear the chocolate making equipment on the floor above.

The Lititz Train Station and Welcome Center is an authentic replica of the 1884 Lititz Depot operated by the Reading and Columbia Railroad. As the name implies, the building is used as a tourism center for the town and surroundings. Note that Lititz is eight miles north of Lancaster PA on Lititz Pike (PA Route 501), about 30 minutes from Strasburg, PA and 50 minutes from the York Fairgrounds.

The Lititz Caboose Museum and Lititz Train Station Welcome Center

Lititz Springs Park  
18 North Broad Street  
Lititz, PA 17543

Open Mon-Sat 10am-4pm, and until 8pm on Second Fridays.



Welcome Center



Lititz Caboose Museum



Train Photos and Models



Ed Ruth, Volunteer



Lititz Station and Spur





## Trains

### Charles Dana Beaschler (1905-1994)

I love trains. I thrill at the sound of the whistle of a train steaming through the night. That long whistle of warning in the distance, warning of that mighty impending thing thundering through the country, so long are the freights, so fast the express, so intriguing to those who never had the privilege of riding a train, day and night across the country.

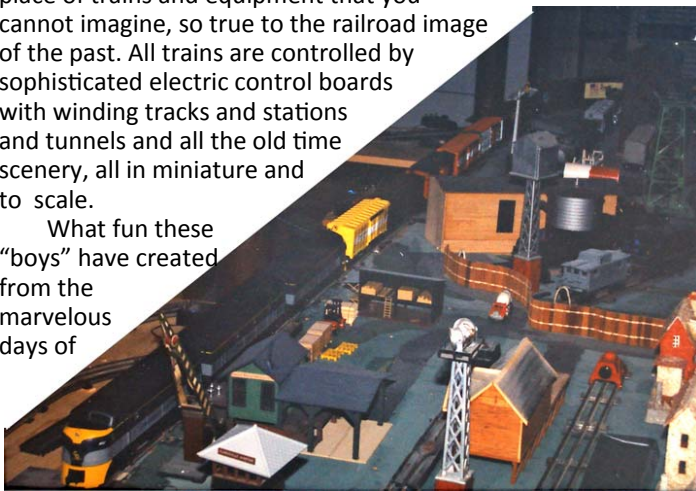
When I was a lad, the Hocking Valley R.R. ran across the middle of our farm. There was a coal tipple at the north-west corner where those long freights stopped for coal and water. How mighty they seemed to me. I was excited to see the engineer wave as he thundered down across the country. Where did he come from? And where was he going? Another time when I was young, we lived in a little town. There was a B&O express train that flashed through town at two in the morning, every morning, whistle blowing way in the distance, growing louder and louder till it blazed through town at ninety miles an hour, on and on into the night.

I have ridden a Narrow Gauge R.R. winding through the mountains. Now that's some experience. Later on I have traveled on fine trains from coast to coast and from Chicago to Miami and New Orleans. That is ideal. On a train you have three seats, in the pullman or coach, in the dining car and in the Club or Observation car. So you walk back and forth taking in the changing scenery across the vastness of our country and see the flashing lights of towns and cities whiz by. What a great country we live in.

The passenger trains leave tears of those left behind and joy to those ahead. Then there are the long powerful puffing freight trains that haul millions of tons of things to distant areas, all too much for trucks to handle. What a system. And to think it is all possible because someone way back in the dim ages invented the wheel.

Then we invented wings for man. That's fast travel, but to me not as exciting as riding a train. Not only have trains helped expand our nation, they have become a symbol of fun for grown-up men to play with—toy trains. What fun for grown-up "boys." Recently I visited Trains of Texas. They create tiny trains, exactly to scale, models made to scale in every detail—engines, pullmans, all kinds of cars, tracks, yards, and everything that was known in the old days of railroading. An electrical engineer, a craftsman and an artist have banded together to make a show place of trains and equipment that you cannot imagine, so true to the railroad image of the past. All trains are controlled by sophisticated electric control boards with winding tracks and stations and tunnels and all the old time scenery, all in miniature and to scale.

What fun these "boys" have created from the marvelous days of



Railroading.

Let's remember trains with affection and their great importance to our country.



Selling Stuff at the Vienna, VA Train Show

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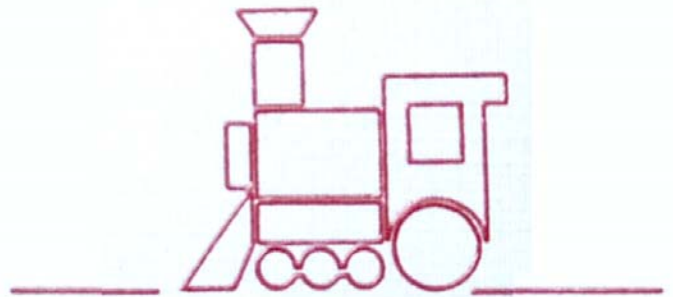
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## **WB&A Chapter-TCA Vienna Fire Station 2 Train Meet September 14, 2013**

WB&A Chapter-TCA held it's annual Virginia Meet in a new venue--Vienna Fire Station 2--on Saturday, September 14, 2013, from 9:00 am until 2:00 pm, with set-up for vendors Friday.

Friday afternoon, we began setting up the fire station community room for our Meet. Steve Burket, Hope Danielson, Dave Eadie, Colleen Hall, Glenn MacKinnon, Dan Rollyson, Tom Salen, and I, and a couple of early-arriving vendors, pitched in to get the room set up in less than an hour. Kathy and Bill Potterton assisted vendors unloading their vehicles, moving their trains into the elevator and getting them to their tables. All table holders were extremely pleased with this extra service provided by Kathy and Bill, who were each given the title "Helper Extraordinaire!" Hats off to them for all their hard work! Around dinner time we enjoyed pizza and chicken wings to the delight of all who were there working or getting their tables set up. Left-overs were shared with the firefighters on duty.

Saturday morning broke sunny and clear with a hint of Fall in the air. The remaining dealers started arriving just before 7:00 am and were greeted by Kathy and Bill Potterton. Again unloading went smoothly and without a hitch. While the remaining vendors were busily setting up their tables, Cadence Hinnant and his family, with a little help from Allen Crotts (aka "Train Doctor") and me, set up a wonderful 8' x 10' modular layout. Cadence ran his trains, along with Thomas and Percy, to the delight of all--children and adults (or as we say, Big little kids). In addition to Cadence's layout, we also had a six foot round table of wooden Thomas the Tank Engine trains for little engineers to play with. This also proved to be a big hit.

Colleen Hall, our Secretary, handled meeting and greeting attendees at the registration desk. All children were given a complimentary wooden train, Halloween pencils, and/or Dum Dum pops, as well as a Door Prize ticket. Adults were directed to the Door Prize table to complete a Door Prize drawing form.

Door prizes for the young and not-so-young were given away all day long. Many varied and interesting items were provided by the Chapter for prizes. The grand prize was a new Lionel "Scout" set. It was won by a local attendee who rushed right back to the show to pick it up. He was really excited to have a set to put around his Christmas tree.

The fire station ladies' auxiliary provided a wonderful breakfast and lunch for all to enjoy. Breakfast sandwiches, doughnuts, and coffee got us going early, and delicious sandwiches followed for lunch. No one went hungry!

Allen Crotts was "Train Doctor." He kept busy all

day with many items to be checked, repaired, or taken home for further work. His presence continues to be a big asset to our Meets. Our members and attendees continue to look forward to having Allen at our meets for advice and repairs. Thanks, Allen!

Attendance at this first-time venue was a big success. Paid attendance at the door was nearly \$1,000. This, coupled with table sales--we sold out of tables--resulted in a nice profit for this Meet. The Chapter had previously experienced losses at the most recent Kena Temple Meets. Glenn MacKinnon, our Treasurer, was really excited with this financial turn of events. Dave Eadie, our Membership Chair and Meet Co-Chair, also reported that we picked up five new Chapter members and had almost 40 members renew their dues for 2014 at this Meet.

As an extra benefit of attending this Meet, attendees were offered tours of the fire station. Lots of young families took advantage of this special activity. Thanks, Station 2 staff!

The Chapter would also like to thank Bruce Greenberg for all his assistance with the advertising and door prize form. He and Glenn MacKinnon covered all the bases as far as newspaper and magazine ads were concerned. Thanks also to Colleen for her constant e-blasts about our new Meet and location.

Lastly, I would like to thank Carol and Harold Blevins, our contacts at the fire station, for making this event possible. Harold is a member of the diecast model car club I belong to, and he suggested we look at the Vienna fire station as a possible Meet location. Because they booked the hall for us, we were able to save a substantial amount of money over the normal rental cost. The hall also came with 51 tables which meant we had to rent only 17 tables, also a big savings. Carol and Harold were a pleasure to work with throughout the entire event!

Put this important date on your calendar now: Saturday, September 13, 2014. This will be the date of our second Vienna fire station train Meet. See you there!!!

Dan Danielson  
Meet Co-Chair



Art and Bob welcoming visitors.





Action at the Thomas the Train Table



Action in the Trading Pits.



Allen Crotts, Train Doctor, waiting on a new patient



Door Prize Winner!



You can't keep Carol and Colleen still, even for a picture!



Dan Danielson awards the Grand Prize to Robert Kimmel of Vienna, Va!



## Christmas Garden



Photos of Mike Agro's layout courtesy of Maureen Agro

## From the Vice-President's Desk

This year is just flying by, as we leave summer behind, we have an action packed fall well under way. This past weekend we had our first fall swap meet at the Vienna Fire Department. Congratulations to our meet co- chairmen Dan Danielson and Dave Eadie for a great show. This was a sell out for table sales and the crowds though the show, were steady all day. I understand that Dan has already booked the Fire house for next year because of all the positive feedback from table holders wanting to do it again! Thanks to all of those individuals who helped to make this show a huge success!

Our next meet will be on November 2nd at a new location as well, St. James Ev. Lutheran Church at 8 West Overlea in Baltimore, MD. This is a member's only meet, tables are for free, breakfast and lunch too and we will have a short (I mean Short business meeting as well) to count ballots and announce election results. Election ballots will be mailed separately; please take a moment to fill out your ballot and vote for your favorite candidate.

The following weekend of November 9th, will be the Catocin Mountain Train Excursion. Last spring Paul and Marcia Johnson held an open house for WB&A members, it was a great time for all who went! We were served refreshments and a 10% discount on purchases. This outing should be even greater than last, Mike Hobbs who owns the hardware store down the street is opening up his store to visit his store layout. If you need a ride up to the store let us know we will find you one! This is not a field trip to miss!

Tickets are still available for the Clubs raffle of the MTH PS4 Southern Railway Crescent. Drawing tickets are \$5 each or six for \$25. Don't miss out on a chance to own this great reproduction! Contact Glenn MacKinnon or stop by at our table at York for tickets.

As you can see, we have an action packed fall! Don't miss out on the fun! Our membership for 2014 is up; stop and see Dave Eadie at any of our events to renew your membership, see old friends, and meet our new members. Additional information about our upcoming events can be found on our website, Trolley or thought our weekly e-blast (great job Colleen on the e-blasts, thanks) and coming this fall Facebook!

So, I will see you soon at our upcoming events.

Tom Salen  
Vice-President,  
WB&A 2012-2013





## National Christmas Tree Railroad Clem Clement

I dearly love the work we do at the National Christmas Tree Railroad under the National Christmas Tree in President's Park in front of the White House in old DC <http://www.nctrr.com/> Setup begins Thanksgiving weekend. Those who can show up at the Tree with the promise of coffee and donuts great camaraderie and important task to accomplish in a very short time. Our track, village boards, houses, supplies and support equipment are dropped off nearby. They are stored in large wheeled carts. We start by surveying the grounds inside the per-



manent iron fence around the tree to see what changes occurred over the past year. Then bundled track is piled near where it will lay and the layout boards are setup, house wiring lights are poked thru the appropriate holes in the boards, boards leveled and secured. track is screwed to the boards.

It really is something to behold. From our little spot in President's Park, we have the center of power in the known universe about a couple of thousand yards away from us where the Man sits in the White House and makes decisions effecting the world; we are about the same distance from the damaged Washington monument which watches over us; we have Reagan airport with its arrivals and departures clearly visible to us at times. We have major DC buildings on 3 sides of the Park which glow warmly after dark. We can hear the vibrant sounds of a city at work and at play. We "Train People" are running trains in the middle of all this. I marvel at the national constitution, power and arrangements that made this all possible and so successful. We meet and greet peoples from all over the world who come here to enjoy the scene and excitement of Christmas in Washington DC. Golly this is what freedom is all about. During Hanukkah the Menorah stands nearby as well. Santa is in his workshop daily and many nights musical events occur on scene.

We have previously mounted our train on long runners for added strength and these runners are numbered Alfa-numerically so we know where they will fit. Portable power drills whirring and hands twisting and lots of adjustments later and our trains are set. It sounds easy but it ain't. The major work is done in two days. Then comes days of tweaking, adding signals, autos and trucks, and finally citizens. Citizens need glue to help them



stay in place due to the wind, rain and sometimes snow. By some magic we are ready for the big tree lighting ceremony and music fest early in December lead by the President and first family. As the President lights the National Tree our trains are happily running underneath the newly lit tree. This is the third tree we have worked with. The winds can really swirl around President's Park due the nearby buildings. The National Tree is permanent whereas the tree at the Capital is grown someplace else and brought in and decorated each year. We lost our long-standing tree a couple of years ago in a storm. The replacement never got comfortable and croaked within a year. The present tree was installed as Hurricane Sandy approached, survived that and is looking like she will be with us a long time. Hope so. The tree is covered with a mesh if LED lights supported by a tall center pole. The mesh lights are the same every year, but the larger light ornaments are different each year. The lights are removed after the first of the year. Around the Tree are cut trees represented in the 50 states, 5 territories and DC. The decorations for those trees come from kids in their sponsoring areas.

Once the President has light the tree the park is open 10 till 10 each day. Our team signs up for duty days and times. We want the trains, which have spent the night in place, up a running by 10 am. The duty person(s) arrives before 10, inspects



everything, picks up any trash inside the fence and starts the trains. The power for each loop is hidden in buildings near each loop. Trains are watched as they startup and adjustments are made. Spares are housed in our nearby shed. Most of us chat with visitors as well. When satisfied the duty person departs and the trains run continuously all day. The evening shift arrives, and inspects everything and shuts the trains down by 10 pm. We



stop the trains as the site power goes off right after 10 and comes on again in the morning. It takes us to power up the train slowly because if they get running power in a jolt our couplers and motors suffer. Evening is a great time to chat with visitors and answer questions. We are "train People" to them so we try have answers for everything. The scene changes quickly when the tree lights and the Christmas music stops. The magic of the scene goes back in the box until the morning.

Did I mention how much I enjoy this activity. With the ambience of the scene, powerful as it is, the stresses of the day seem to melt away as we play trains at the National Tree at Presidents' Park in old DC.

This Christmas season I got to go down to the National Christmas tree four times. What a great thrill each time. First with my son Eric and Benny Leonard, we went for day one of setup. This means readying village platforms, laying track and general site installations. The tree had been already decorated. I did not get to go the night President Obama and family lit the tree. If you saw the ceremony, the trains were happily running beneath the tree as the lights were switched on.

Ms. Sandy and I went for our "shutting down shift" Monday nite, Dec. 17. I had been running standard gauge trains at the Manassas Candy Factory December 12 thru 16, so I couldn't work the Tree any earlier. We had too much fun at Manassas hosting 1680 visitors and raising significant monies and food for SERVE. This duty nite at the Tree was wet and windy.



The second duty nite was Wednesday nite, December 19 to shut down the trains at 10 pm. Dan Danielson and I went. As well as check on the trains and fix things, the project was to install my C-130 aircraft on a pole flying high over the military layout. As always, we had great fun chatting with the happy visitors.

The third and final duty time was startup early New Years Day morning. Again with Benny Leonard. We got the trains running and then helped with early take down of the layout. The trains continued to run all day long. Take down was completed the next day in the cold.

Below are my reports on each sortie to the tree plus other comments:

**Monday, December 17, 2012**

Workers: Sandy and Clem Clement

Conditions: fog, light rain after we got in, temp 56.

Arrival at the security 8:10 gained entrance 8:50.

Departed: 10:05 pm with the urging of security

Crowds: light

I really enjoy this task. Playing trains in the center of the universe is such a thrill for me.

Ms. Sandy and I arrived about 8:10 in some fog (Worse in the burbs than downtown DC due to the BS from the Capital warming the air.) The mist turned into light rain as we waited to enter. After we got inside and parked, I checked the out-houses. All but one was wired shut. The second one is open but bring your own music roll.

Upon entering we thought the scene was super nice. What

a great display we have this year! Congrats all! With all the bright LED lights on the tree and the flashing lights on the wet layouts, it was especially scenic and shining. Let's see if I can remember all: The Acela had wrecked and one car had rolled down on H(?) Loop crashing that train as well. AA had a coupler broke free and 1/2 the train came around and wiped out the rest of the train with the loco snowplowing in the mud. C loop outside was off the track with 2 cars rattling along on the ties. The inside loop had a switcher and one car off the tracks and stuck. The military loop and the over and under were happily running. We started the previously stopped trains in Thomas's family. The outside loop big tender would not stay on the track. We trained it to re-rail itself every loop. Acela broke away and crashed into the bridge. We fixed that and it broke way again and crashed again rolling a car into H again. Basically we spent our evening happily chasing wrecks. Gosh it was pretty there. We tried to start the RD car by the intermodal. It rushed off and ran out into the wet grass so we shut it down again. Acela has only one engine in its consist. We did not have time to add the second engine. It was 5 minutes before closing by the time we had chased all the Acela cars back together after the latest crash. I got to make a single sweep around the A loop finding one glove and a soft round soggy thing on a string both of which I hooked on the fence. The cleanest I have ever found the site. Two visitors asked where the Yule log was. I did not know that there was no Yule log this year and maybe never more. I spoke to only a few folk and all were very cheery. Actually it was 56 degrees in light rain which is very romantic and comfy. One young first timer asked me what was the most exciting thing here. I looked at him and said "your girlfriend." He jumped on that thought and soundly agreed. She blossomed, so hopefully later on, his night will a luckily one. I'm always glad to help out. The lights went out promptly at ten. We had a fine time. Medium rain started just as we left to President's Park.

Clem, loving the Trains at the National Christmas Tree.

**Wednesday night December 19, 2012**

Workers: Clem Clement and Dan Danielson

Conditions: 48 degrees wind calm. 1/2 moon. Lovely night.

Dan and Clem arrived about 8:15 pm. The entertainment was just finishing. Huge crowd.

We were met by Pocahontas Schuck with a cheery report. All the trains were running, except the RDC and intermodal which we knew were turned off. Lights were working and the trains looked stunning. A great crowd loving our trains and the nice night. Pokey said that this year the stage and Santa shop were moved by request of the White House to be closer to the trees and in sight of the White House. The Yule log pit is well outside of the fence. She does not know if it will be back in use next year. Several folks said they would hit the web site with requests for the return of the Yule log. Dan cleaned some track and I did fence side loop picking up trash. There was very little of it. That soggy gray-white fuzzy balloon a string was back on the track again. The locals thought it was a hair tie. It is now back on the fence. I found a CD and a garage door opener which I gave to the nearest person. Later on Thomas's team needed a track cleaning which we did. A young fellow was having a conniption about the snow boarder in a wipe out stance. I reset the dude in a radical pose. Near the end of the night two couples of note came by. One lady was wearing a Tierra so I asked her if they had been to a special event or were they going to one being as she

**Volunteer to be a part of the National Christmas Tree Program**

If you are interesting in joining the National Christmas Tree Railroad gang please contact John Zampino<johnzamp@aol.com>; Ph. 703-818-3304. For more info : <http://www.nctr.com/index.html>. (Volunteering don't so much mean drinking coffee, eating donuts and flap-jawing with the visitors by the fence: that is my job. It means working hard setting up the 4 villages, wiring, assembling trains and layouts, starting and stopping the trains in the snow, rain and wind; and very importantly showing up at the season's end to dissemble all the fun and get it ready for storage until next year.)

was in her best duds and Tierra. She said both... The other lady said the couples were on the town and had just seen the "water" show at Gaylord's National Harbor to which I commented that ether it is a new show or the Gaylord's ice sculpture show melted...new show. That lady asked about the Yule log and reindeer. I gave her the official story about the Yule log and the unofficial story about the reindeer: PETA said it was unfair to the reindeer to have them in a nice warm area eating candy and popcorn and being petted rather than living above the Arctic circle; so we ate them. The couples were most pleased at our volunteer efforts with the trains. Turns out one of the couples lives near me. They never did say where the next party was...

Once we completed our checks and cleaning we started to install our air force. Dan was holding the pole and I was installing the support clamps when we began to hear funny noises like stones falling nearby. I hit a combat defensive posture in the grass as I thought it was friendly incoming. Turns out a young blond and her brunette friend were tossing coins at the military layout over which our air plane was to fly. The coins kept coming for at least 15 minutes. By the time we had the plane up and in position, they had left. We were gonna go over to them with our hats in our hands or maybe do a jig for more donations. The C-130 is now proudly flying over the military trains. Please check the installation in the morning to see if the bird still is flying. I'm sorry it took me so long to finish this promised project. I'm very proud of the job. The props have been repaired, the missing door covered and the bird mounted on a lazy-susan bearing setup so it can weathervane.

We had such a good time with the crowds and the trains tonight!!

The tree went dark at 10 and the train power went down a few minutes later. Then it was hiyako outa there and over to the Metro Dinner for some late night gyros.

Dan and Clem

**Thursday nite, December 20, 2012**

Comment: For the setup Friday morning, perhaps the worker could take the C-130 down. I'm not sure it will survive the forecast 50 knot winds. The plane and its wooden bases comes off the post. It is not secured. Thanks

Clem

Arrival 9:50 AM

Departure: 11:05 AM

Crowds: Light

Conditions: Dry, windy, overcast, low 40's

The site was closed for security reasons when I arrived at 9:50 AM. Site was opened at 10:20 AM. I surveyed the site for any damage from last night's rain & wind. None noted. I cleaned tracks, emptied cars filled with rain water, and assessed which trains start. Due to the expected high-wind conditions, I did not start any lightweight or elevated trains. So, I did not start: trolleys, Thomas and friends, AMTRAK, or UP. I started all other trains to cheers from the small crowd. Chatted with spectators and the Park Ranger. All were complimentary of the layout and grateful to see at least some of the trains running, given the conditions. All trains ran without incident until I departed at 11:05 AM. One issue to note is that I intended to remove the C-130 and place it in the hanger/shed as Clem suggested, but it was not there. Did it fly away? Did another worker remove it?

**Saturday morning December 22, 2012**

Mathew called his Gramma Hope to report the C-130 airplane has returned to its duty station flying over the military layout. All is well. I wonder if STOMPER had a hand in the recovery?

Merry Christmas

This morning the Washington Post has a long article about the missing Yule Log. "It didn't fit in with the new layout" The article goes on to say they have been several complaints and that the NPS will review this for next year. It does mention there are "mechanical" Trains running around the tree. Don't tell that to all the electrons we hassle.

Merry Christmas

Clem



**WB&A Board of Directors  
Business/Swap Meeting**

When: Saturday, Nov. 2, 2013  
 Where: St. James Ev. Lutheran Church  
 8 W. Overlea Ave.  
 Baltimore, MD 21206  
 410-668-0158  
 Time: 9:00 a.m.-1:00 p.m.

Come and join the WB&A Board of Directors

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

Allen E. Crotts  
TCA 95-41208



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**Lionel Trains**

Don Borneman

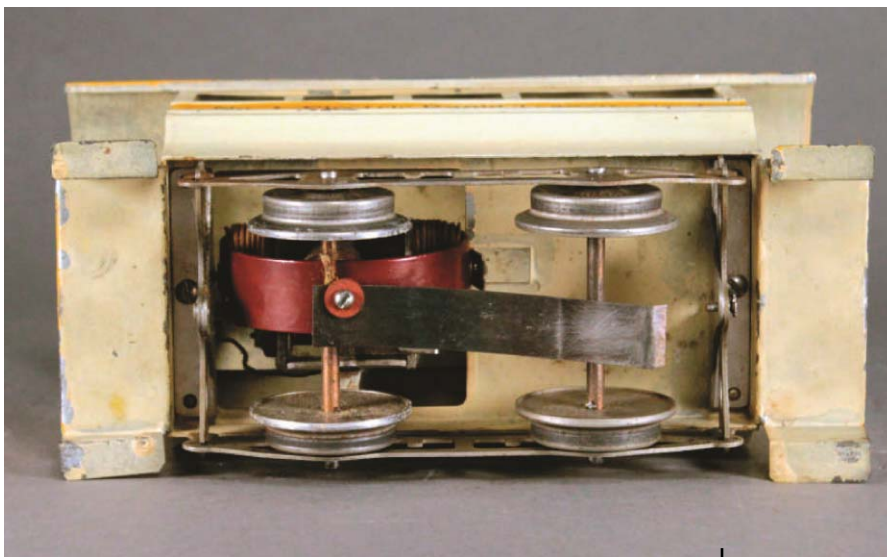
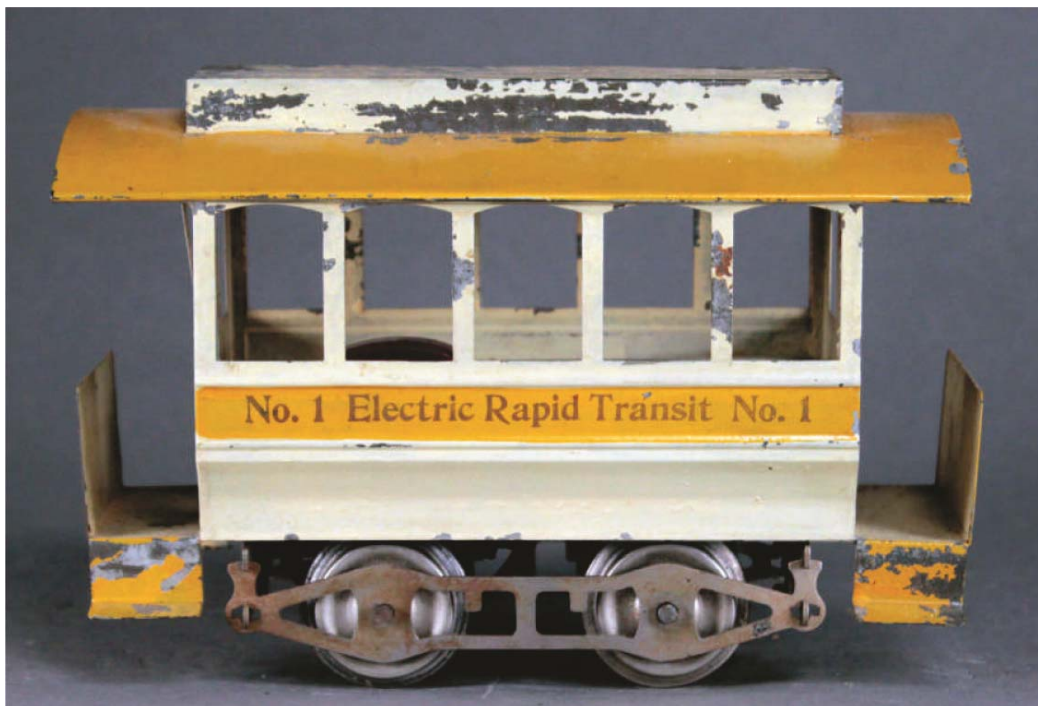


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# Standard Gauge Study Group Report by Bruce Greenberg



A rubber grommet on each end of the armature shaft presses against a drive wheel.

Lionel started producing Standard Gauge streetcars about 1906. One of the earliest models, No. 1 with five windows and open platforms was finished in orange and cream and was powered by a New Departure motor. Lionel sold stationary New Departure motors separately in its catalogues. The motor sits upside down in the streetcar. The armature shaft extends over and presses against two wheels. Friction is the result of gravity pressing the shaft ends against the wheels. This friction drive is visible in the bottom right photograph.

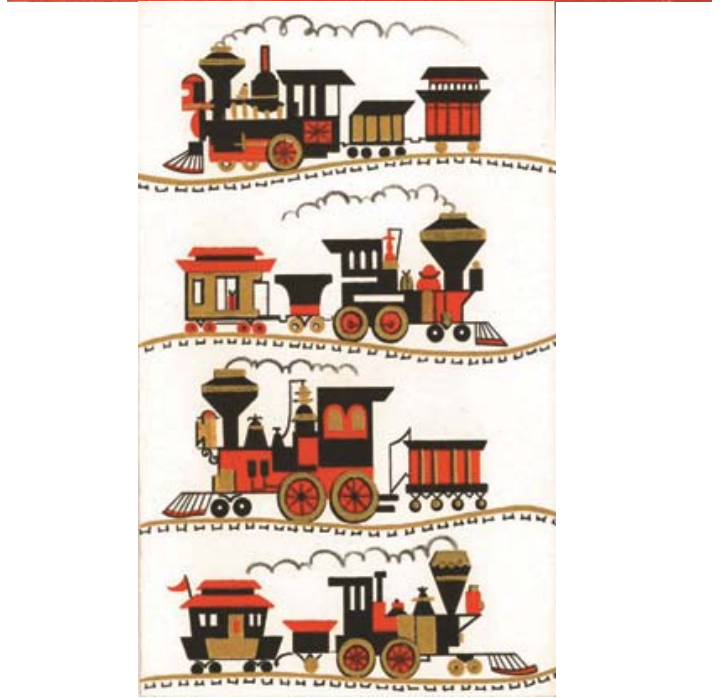
Lionel subsequently produced a second generation No. 1 streetcar powered by the New Departure motor but with a more reliable geared power train. The second generation car was finished in blue and cream. As the No. 1 evolved it adopted the streetcar motor used on its siblings and Lionel kept the blue and cream color scheme to the end of streetcar production in 1915 or 1916. The streetcar on this page is from the collection of Ed Prendeville.

## **NEXT STANDARD GAUGE STUDY TOPIC: LIONEL STANDARD TROLLEYS**

The number of surviving trolleys is very small and there are not enough collectors with trolleys to easily attend an Alexandria meeting. We will distribute our illustrated report by email about September 1 to interested collectors for their review, additions and corrections. We will also photograph trolleys at York. Please call Bruce Greenberg, 703-461-6991 or write [brucegreenberg1@gmail.com](mailto:brucegreenberg1@gmail.com)



# Old Time Christmas Cards





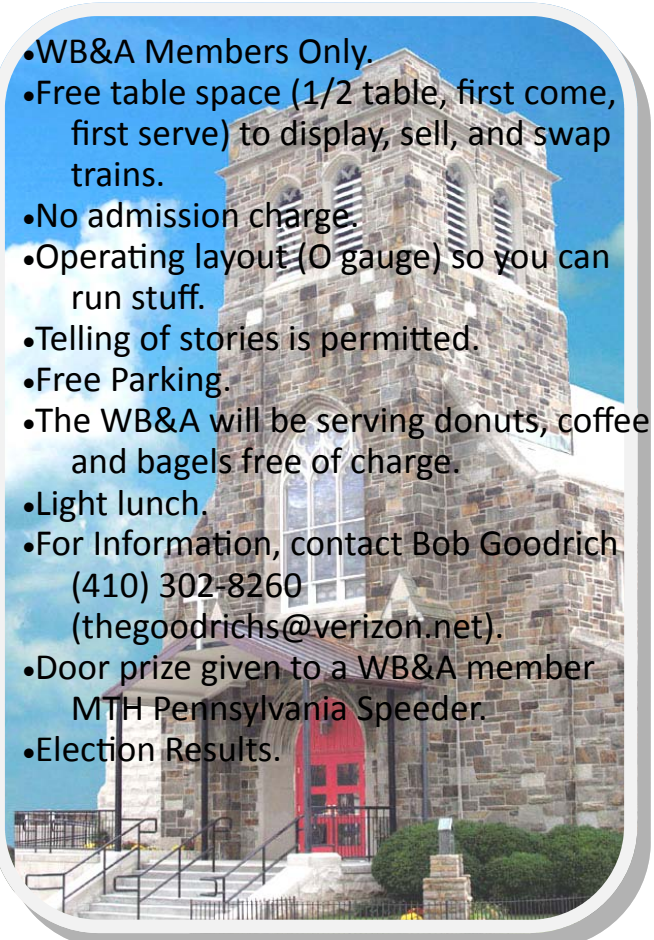
# MARK YOUR CALENDARS

**Semi-Annual WB&A Swap/Business Meet**

Saturday, Nov. 2, 2013  
St. James Ev. Lutheran Church  
8 W. Overlea Ave.  
Overlea, MD 21206  
410-668-0158



- WB&A Members Only.
- Free table space (1/2 table, first come, first serve) to display, sell, and swap trains.
- 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 Bob Goodrich (410) 302-8260 (thegoodrichs@verizon.net).
- Door prize given to a WB&A member MTH Pennsylvania Speeder.
- Election Results.



*Seasons Greetings from your WB&A BoD*

