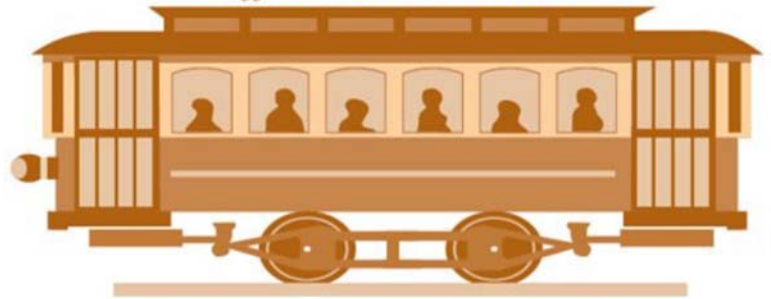


“The Trolley”
The Official WB&A Newsletter



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

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April-June 2014

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From the President's Desk

Dear All,

The year has started off with your BoD looking at new ways to give back to the membership and we hope as we finalize them, you will be able to partake in the event. As we continue to work on these endeavors, I thought I would also speak a little bit about what we already do with the membership fee collected from the members.

First, let me give a quick synopsis of the revenue the Club is presently making. As you know, the dues are \$18 a year, not a bad investment, and we are striving to give you an even better return on that \$18.

In addition, due to its success, we still have monies from the 2010 Baltimore Convention.

Finally, the two train shows sponsored by the WB&A is another way to increase the Club's revenue.

As you know, we no longer have a show at Kena Temple in December, we have changed the Virginia meet and it is now held in September (next one is 9.13.14) and the location to the Vienna Fire Department with Dan Danielson and David Eadie chairing the event.

There is, of course, the Annapolis Armory meets chaired by Art Tate that just took place on March 15 and it too, as it has been, was a huge success.

Finally, we are going on our third year of offering a drawing item to the membership which is presently covering the cost of the drawing item and the two drawing prizes which are given away at the two general membership meetings held.

Now to give you a picture of what your membership dues cover. As of the last Trolley published in January 2014, a little bit more than half of the dues went to the four times a year printing and mailing of the Trolley. Paul Pullen, the Editor of the Trolley, does not get paid for his time and work on getting the Trolley ready for publication.

There are also incidentals throughout the year and all of this can be reviewed in each Trolley by taking a look at the Treasurer's Report.

Moving forward starting with this issue of the Trolley, you will be receiving it electronically and in (Continued on Page 4)

In This Issue

Page

President's Message	1
Treasurer's Report	2
Secretary's Report	2
Historian's Corner	3
Membership Moments	3
View from the Observation Car	5
Scenes from April Train Show	7
The Train Gods Smiled on Me...	10
Share your story!	11
Fairfax Station Report	12
The Little Wooden Railroad That Could	12
What's Past is Prolog; My Pre-war Viewpoint	13





Treasurer's Report as of March 17, 2014

Last year was a resounding success and 2014 is going to be better. The Annapolis Armory show last Saturday was once again had a great result. New venues for shows last year and a new event this spring at the Baltimore Streetcar Museum continue our Chapters' goal of adding value to the membership experience. Our financial position remains healthy and we are prepared to support any reasonable initiative that our members would like to propose, plan and execute. Our two layouts were once again a huge hit at the Annapolis show. Young children arrived and proceeded to drag their parents to the layouts and run the trains. As you might imagine, the layouts require a significant personal and logistical commitment to transport, set up, repair, and prepare for operation. During the event, continual monitoring of the activity is required. Finally at the end of the day, disassembly, packing of all the trains and accessories and loading of the trailer is required. This activity simply exceeds the capability of the Board of Directors. They are a tremendous asset, a great attraction and expose young children and families to the hobby in a very positive and effective manner. We need some members who are willing to lean in and take charge of these layouts, which are valuable assets. The Chapter's financial activities for January-March 17, 2014 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 – Jan 1, 2014 \$30, 883.52
 Check Book Balance – Mar 17, 2014 \$30, 225.64
 Significant Activities Jan 1, 2014 thru Mar 17, 2014

	<u>Expenses</u>	<u>Revenue</u>
MD Armory Mar 2014 Meet	2964	3450
Membership Dues 2014	44	3516
Newsletter 2014	884	340
Door Prizes for Swap Meets	199	
Train Set for Drawing	846	190
WB&A Layouts	73	
WB&A Trailer	45	
Web Site	440	
Miscellaneous Expenses	250	

Secretary's Report For Sep. 7, 2013

Board of Directors Meeting

Home of Glenn and Janet MacKinnon – Thank you Glenn and Janet for hosting the BoD meeting, you were both wonderful hosts.

Meeting Start Time: 10:25 a.m.

Meeting End Time: 2:25 p.m.

Saturday – January 25, 2014 Next BoD meeting at the home of Tom and Susan Salen (they have moved be sure to watch for their new address) to start at 10 a.m.

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

Tom welcomed all to the meeting.

OLD BUSINESS

The May 11, 2013 Minutes were distributed and read. There was a motion to accept the Minutes by Dan which was seconded by Pete and it was voted on unanimously to be accepted.

Treasurer's Report given by Glenn. Glenn discussed the going forward ways to maintain a healthy balance for the WB&A. There was a motion to accept the Treasurer's Report by Dan which was seconded by Bob and it was voted on unanimously to be accepted.

Membership Report was given by Dave. Dave passed out a sign-up sheet for the York membership table. Dave reported that we have received renewals for 2014 and that we should be getting more renewals with the upcoming train show, York and swap meet. Dave would send out reminder postcards after April's York. The drawing for the two contests would be drawn in January giving time for all of membership renewals paid for is received by Dave.

Colleen discussed the Chapter Communications and Glenn suggested that we put together an advertising package that can go on all forms of Chapter Communications.

Dan presented the Eastern Report and reported that the summer was quiet, but there will be activity with October meeting. He reported that pre-registration for York was now closed and to remind members that cell phones are now allowed. If you are interested in running for Eastern, please let Dan know.

NEW BUSINESS

A discuss was had by the nominating committee and the resumes of those who have submitted them to run for the positions were reviewed. Bob will work on getting them to Paul for submission to the Trolley. Bob will work on the ballot and providing to Glenn the final package which **(Continued on Page 3)**

(Secretary's Minutes Cont'd) will go out to the membership in a separate mailing. It was agreed that all ballots are to be postmarked no later than October 21, 2013.

The times of the table was discussed and agreed upon and Dave distributed a sign-up sheet for York and he will send that out to all.

Dan and Dave discussed the Vienna Train Show and reported that all tables were sold out. There are volunteers to come out on Friday to help set-up the show. Dan and Dave expect the show to be a financial success and to have a great crowd. We are looking at doing next year's show there on September 13, 2014. A discussion was had regarding door prizes and that we would not be doing a 50/50. There will be a table set up for the drawing item and door prizes for the WB&A swap meets.

Bob discussed what he learned about PayPal and it was agreed that at this time it is not a worthwhile avenue for the WB&A.

Bob discussed the BSCM and he will explore further using it for a "thank you" reception/swap meet for the members and let us know what he learns. We are looking to do this on May 3 and/or May 17, 2014. We are going to see if a manufacturer would like to be present along with the train doctor and for Tom to bring his layout.

Bob discussed the upcoming business meeting on November 2, 2013 and distributed a sign-up sheet for items to bring and he will distribute that to all.

Dan discussed the Catoctin field trip on November 9 from 1-4. We will invite the membership to go and if anyone needs a ride, we will work on a way of accommodating these individuals.

The next BoD meeting will be at the home of Tom and Susan Salen on Saturday, January 25, 2014 starting at 10:00 a.m. (They have a new address so look for the new address.)

Historian's Corner

By the time you get this newsletter you should also have your National Headquarters News which includes the ballot. Do you realize that if every WB&A member would cast a vote that would be well over 5% of the vote. We can make this happen and make our voices heard.

Growing up I can remember much of what my dad would tell me, and he would often call to see if I had voted. This year TCA has good candidates, and the winners will have a significant impact on the future of TCA.

That being said, as a TCA member you have the right to vote. Let YOUR voice be heard. VOTE!

Keeping the wheels down and the smoke up,
Respectfully submitted,
Carol Redman McGinnis
WB&A Historian



TOP TEN WB&A BENEFITS

- 1 Fun and Fellowship with you Train Friends
- 2 Wealth of information available from other collectors, operators and layout builders.
- 3 A wonderful opportunity to participate at the local level in the world's greatest hobby.
- 4 Free admission to local WB&A Train Shows. (Show advertised in local newspapers).
- 5 Free admission at WB&A Swap Meet.
- 6 Receive quarterly the WB&A Newsletter "The Trolley".
- 7 Access to the chapter website - <http://www.wbachaptertca.org>
- 8 Share in the excitement of the Toy Train Hobby.
- 9 Serving as a committee member or officer at the local level is very rewarding.
- 10 Buy, Sell, Trade with local train enthusiasts.

Membership Moments

by David Eadie

The WB&A Chapter stands strong at 318 members as of today March 14, 2014. There are a total of 175 who have paid their dues for 2014. If you have not done so, please renew your membership now in order to continue receiving this newsletter and all of the benefits we provide you.

So, far this year, 18 TCA members have joined our local club. We welcome you and hope you join us in the many activities we have during the year.

If you can not remember whether you paid or not pull out your plastic WB&A membership card. It should have an orange "14" sticker on it. If you only see "13" or something earlier, and wish to remain a member please send in your dues. Take advantage of our two upcoming events, the Annapolis Train show on Mar. 15th and the WB&A Appreciation Day at the Baltimore Streetcar Museum on May 17th to pay your 2014 dues. Hope to see you at these fun filled events.

Congratulations to Jack Clifford of Olney, MD and John Gomoljak of Crownsville, (Continued on Page 4)

(President's Message Cont'd) color and it will be timely. Those Members who have not provided us with an email and/or does not have an email, you still will receive your issue of the Trolley (in black and white) by U.S. Mail. If you want a hard copy of the Trolley, please let us know and we will send you a copy and/or better yet, you can print out a copy in the comfort of your home. If you like, you can also now share the Trolley with your friends and family so that they too can see the happenings of the WB&A and its Members. This one change alone will save the Club quite a bit of money which will then allow the BoD to find other events for the Membership to partake in throughout the year.

Of course, not everyone will want to partake in everything that goes on, but we hope it will bring all of you out at one point or another so that the spirit of the hobby has a chance to be shared and enjoyed by one another.

Another way of giving back is by the E-blast that I put out weekly to the Membership; it was something I started while we had a period of the Trolley not being published. I am honored to say that many of you have asked me to continue with the E-blast and have said how much you have come to enjoy it and rely upon it for information. For now, I am continuing with it and I invite you to send me material for it, e.g., websites of interest, dates of upcoming events, etc. so that it can be shared with all. The E-blast costs the Club ***nothing***; it is done freely by me. I also then send out twice a year to our webmaster a copy of what I have been sharing and he posts it to the website for all to enjoy.

So, you may be asking, what is in the future for you as a Member of the WB&A and I have some insight into that.

You should have received by now an email and/or a mailing announcing the upcoming Baltimore Streetcar Museum event on Saturday, May 17, 2014 from 9-2 (more information located in the Trolley). We hope you will join us for this event.

There has been the trips to Catoclin Mountain Train Store where the Members have received special discounts on items purchased along with side trips to the layout at the hardware store and some good food.

Later on this year, Dan and Hope Danielson will be offering a day of fun at their new store Toy Trains & Collectibles in Manassas, Virginia and they promise it will be another way to say thank you to the Membership.

We are also exploring areas for one or two more train shows and will hopefully soon have an update to this, but for now, keep on watching for

updates.

Along with all of this, we are exploring another "thank you" to the membership that we hope you will find worthwhile, but that too is at the beginning stages so I cannot yet share much on this.

If you have had any doubt, I hope now you know that we do not take your continued Membership in the WB&A for granted, after all, you didn't have to join, but you have and your BoD appreciates each and every one of you. It is just the first few months of my Term and it is my goal to find ways to make the Club even better and I look forward to working with the entire BoD and the challenge of doing so.

I invite you all to send us your comments/suggestions and if you find yourself with a bit of free time, we can always use a hand or two with things like working on the layouts used at events, looking for new locations for meets, chairing a meet, helping with Facebook, taking photos at events, etc. Let it not be said that this Club is ran by the BoD, it takes us all to make it run like a well-oiled train, it takes us all to make it a Club we want to be part of, it takes us all to partake in events to make it doable and it takes ***communication*** to make it a better Club and one you want to continue to be part of.

So I take this moment in time to thank each and every one of you for being part of the WB&A and for sharing with others your love of the hobby, your enthusiasm, and your stories for, without you, there would no longer be a hobby.

Respectfully submitted,
Colleen A. Hall
President of the WB&A

Membership Moments Cont'd....

MD; our two winners in the drawing for the \$100 gift certificates to the Catoclin Mountain train store. During the year we make several trips to this wonderful train store. If you would like to join us, please contact Dan Danielson at postwar@comcast.net

Finally, do drop by at the WB&A Membership table at each of our scheduled events starting with the Annapolis to see this years special train set from MTH.

Thank you in advance





View from the Observation Car

By George Tsakiris

Filling the Black Hall with a Layout

One of the activities many of you do while at Eastern Division TCA York is viewing a running layout from one of the modular clubs in the White Hall or the Black Hall. The Black Hall sometimes has a layout or two; last time was empty, but rarely fully filled. Why? Because the Black Hall is large and so is the amount of work needed. The layout (modular of course) has to be transported to York, setup, run for three days, and then transported away. Not an easy task.

How big is the Black Hall? Over 5000 square feet, it is 133' long. It takes a lot to fill that space and for such a short period of time. The National Capital Trackers will return this Spring 2014 and has the ability to fill the hall due to the large size of the club and the number of modules available. Our planned layout is 115 feet long! Here is what is involved.

In early 2013 the Trackers, represented by former TCA President Dan Danielson, had discussions with Eastern Division about the possibility. Eventually settling on having a layout in the Black Hall for Spring 2014. Once officially confirmed it takes six months of work to prepare, recruit members, design the layout, manage, and coordinate for such a large effort.

Tracker President Jack Frost called me one Sunday in October and asked if I would co-Trackmaster the show with Justin Krause. I was excited and honored and accepted Jack's offer. After getting off the phone a mixture of reality, common sense, and panic intervened and thought, "What was I thinking...I'm crazy!"

Since October Justin and I have been in contact several times a week often involving lengthy discussions and sending our work to each other for review. Justin along with several club members has been involved mostly on the technical side planning the layout, creating specialty modules such as a custom entrance to the yard, double slip switches, and an over and under. Members have also created new wide radius corners for the show.

I've handled outreach and recruiting, communications, logistics, coordination, and planning, and event management. We have both made presentations to the club and are lucky to have over thirty members volunteer for setup.

As an example all straight modules are owned by individual club members, so we need to coordinate which modules are available and where they go in the layout. Coordination involves when members are to arrive for setup, how we are going to setup the layout in phases, testing and troubleshooting, providing sign-up sheets for members to pick their run times, volunteers to help make sure staging and running of trains is smooth and issues are dealt with efficiently.

NOTE: Pictures were taken during setup!



When you are at York this Spring, come by and say hello. My name is on my Trackers shirt, I'll be smiling, probably a bit tired but very happy. If you enjoy the layout then all of the effort will have been worth it!

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

**4-6-2 P47 Blue Comet Steam Passenger
Set w/Proto-Sound 3.0**



Product Line: Premier

Roadname: Jersey Central



Shipping Date: Delivered Nov. 2013

4-6-2 P47 Blue Comet Steam Passenger Set w/Proto-Sound 3.0 - Jersey Central

Set Features: Jersey Central 4-6-2 P47 Steam Engine (Cab # 833), (1) Baggage Car (), (2) 70' Heavyweight Madison Coach Car (), (1) 70' Heavyweight Madison Observation Car ()

Product Number: 20-3460-1

First appeared in: 2011 Volume 2



The winner of the Southern Steam Passenger set was Norman Henderson.
\$100 Gift Certificate (drawing from those who paid their 2014 dues by 12/31/2013) is: Jack Clifford.
\$100 Gift Certificate (drawing from new members for 2013) is: John Gomoljak.

**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 Lane Springfield, VA 22152-3842

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 with any questions.

At the very apex of the Roaring Twenties, just months before 1929 stock market crash, the Central of New Jersey Railroad inaugurated its twice-daily Blue Comet service between Jersey City and Atlantic City. Heading the fast, luxurious trains were the CNJ's nearly-new Baldwin-built class G-3 heavy Pacifics. Like most railroads in the 1920s, the CNJ had been forced to buy larger motive power to cope with heavier steel trains and increasing patronage. Aging fleets of 4-4-0s, 4-4-2s, and 4-6-0s had become inadequate as business expanded, and the 4-6-2 Pacific type became the standard fast passenger engine on many railroads.

Five P47 Pacifics headed up the Jersey's famed passenger trains. Three locomotives - painted in a beautiful blue livery with nickel trim and numbered 831, 832 and 833 - covered The Blue Comet's fast schedule along the Jersey shoreline. A fourth G-3, No. 834, was painted green and sped The Bullet between New York City and Wilkes Barre, Pennsylvania. The fifth locomotive, No. 835, wore gleaming black paint and hauled The Queen of the Valley, a deluxe train from New York City to Harrisburg.

The P47 returns to the Premier lineup for 2011. Keep the hottest varnish on your railroad running smoothly and on time with one of these handsome dependable Pacifics.

Features Set Includes:

- Jersey Central 4-6-2 P47 Steam Engine w/Proto-Sound 2.0 (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: 22" x 2 3/4" 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
- Sliding Baggage Car Doors
- Operates On O-42 Curves

Scenes from the March 15 WB&A Train Show

Courtesy of Glenn Mackinnon

Rick Gunther's interesting corner layout



Children playing at the Thomas the Train table



Action on the WB&A interactive layout



The following pictures are courtesy of Bruce Greenberg, and used with the permission of the children's parents.



Jaiden and Elijah Mayhew (in the blue shirt) admire Rick Gunther's corner layout



Jordan Paret at the corner layout.



Trey Casabianca at the Corner Layout.



Boy Scout Jacob Merenda admires the Corner Layout



Upcoming Train Shows

Apr 24-26	Eastern Division York Meet
May 3	James & Colleen Hall Open House
May 17	WB&A at Baltimore Street Car Museum
Jun 1	WB&A Mini-meet, Kemper-Macon Lodge
Jun 1	Hamburg Dutch Meet, Hamburg, PA
Jun 21-28	60th National TCA Convention
July 27	Hamburg Dutch Meet, Hamburg, PA
Sep 13	WB&A Toy & Train Show, Vienna, VA
Sep 14	Gilbertsville Train Show, Gilbertsville, PA
Sep 28	Arbutus Train Show, Arbutus, MD
Nov 1	Swap/Business Meet, Overlea, MD
Dec 7	Gilbertsville Train Show, Gilbertsville, PA
Dec 13	Arbutus Train Show, Arbutus, MD



Look who just joined WB&A!!!

Joseph Woodell	Crofton, MD
Craig Timmins	Ellicott City, MD
Al Miller	Oakton, VA
James Cullison	Nottingham, MD
Anthony Puzzilla	LaPlata, MD
Marlin Michaels	Manchester, MD
Ken Ballard	Lexington Park, MD
Terry Wildermuth	Herndon, MD
Shawn Craft	Hampstead, MD
Don Hands	Glen Arm, MD
Frank Cann	Bel Air, MD
Ralph Carrello	North Beach, MD
Andy Delcollo	Odenton, MD
Richard Gunther	Shady Side, MD
Ray Hindle	Annapolis, MD
Melvin Stanbrough	Hyattsville, MD
Karl Taschenberger	Bowie, MD
Samuel Worsham	Lothian, MD

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

Weddings
Birthdays
Vacations
Reunions
Sporting Events
Graduations

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

The Train Gods Smiled on Me Today David Gunnarson

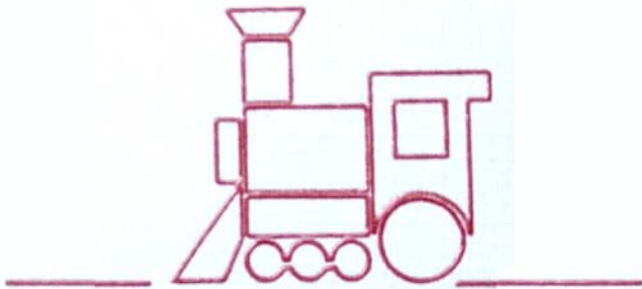
in the very early 1960's (1962 maybe) my grandfather purchased a Marklin starter set for me at Christmas. One little three axle German steam loco, on hopper car, one flat car, eight curved track and two straight track and a transformer-controller. Later I got more Marklin trains and for reasons lost to history, I kept all of the trains and all of the boxes except for the starter set box (Marklin number 2935). For some unknown reason last week, I typed "Marklin



2935" into eBay and up popped an original 2935 box in good condition with the Styrofoam insert all intact. I bid \$5768903581 dollars using eSnipe and fortunately no one else bid so it was mine for \$20 and it arrived today. I retrieved all of the parts and pieces I've carefully saved all these years and filled the box up like it was Christmas 1962 (51 years ago) and it still feels like Christmas right now. Attached is a photo of the set with all the parts in place. It's a common starter set and doesn't have much collector value, but it's priceless to me.



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PAUL & MARCIA JOHNSON

3 West Main Street

Thurmont, MD 21788

Share your story!

Nada Boswell

The Trolley is produced quarterly and enjoyed by all members but we would like more members to share their train collecting and operating stories. Tell everyone about your first train, your best find at York or Annapolis, your worst disaster (did you ever run one right off the track?), the one piece you still are searching for, the best friend you made through trains, the best "old guy" that taught you so much about collecting or maintaining your trains. We would love to have your story to publish in the Trolley since the club is all about our members and sharing the joy of the hobby. If you have photos to go along with the story we would like those too.

Please think about how your story could be read by others and provide inspiration in some way to continue interest in our hobby for years to come and maybe bring back a memory of someone else's first or worst or best time with their own trains.

I am sharing a story here about a friend's happy find that I hope you will enjoy and think about sharing your own story:

A few weeks ago I went online to find a children's book that had been my daughter's favorite as a very little girl. The original book had been lost during a move in 1984 but I wanted to try to find a copy for my little grandson and bring back memories for my daughter. As I told a friend about my search he mentioned something he had great memories of as a child but had also lost a long time ago.

There was a record put out in 1947 called "Sparky and the Talking Train" that he had loved as a child but it had been loaned to a family member that broke it. My friend doesn't have a computer but was impressed that I was able to find the book I wanted so asked if I would try to find the record for him. Although I wasn't able to find the actual record for sale (which really didn't matter since he didn't have a turntable anymore) I did find it playing on YouTube. There was a picture of the record jacket which I was able to print and I was able to record the playing of the entire record. When I called him he came over and listened to it on my computer it brought tears to his 60+ year old eyes as it brought back memories of his early years playing with trains. He became a lifelong collector that still looks forward to York and seeing all of the old and new in the world of trains. He put the recording on a CD with various Lionel Train commercials from the old days as well as some John Denver and Johnny Cash songs and real train sounds, then made copies for several friends to share his excitement at rediscovering a long lost piece of his childhood.

I hope you will be inspired to share your story and maybe find that one thing you are looking for!

Fairfax Station Report

We did our thing today for the 24th time.

Crowd seemed strong in the morning till noonish then tapered off severely. I did not get a count.

The G gaugers set up in the heavy rain on Friday. Hope, Dan and I set up the Standard layout Thursday afternoon.

Thom McKinney and others set up the late Bob Tufts S gauge layout. As you know it always draws a crowd as they let the kids play with accessories. Steve, Dan and I did Loco Doctoring with Dan doing most of the work. He fixed over ten engines. One of my dependable big engines began throwing fire from the armature so it came home for fixing. We had 6 Model A Fords and my '39 ford pickup. It was very special seeing that great lineup of cars in the front of the station. Paul Gauthier, Benny Leonard, Chuck Kunstbeck, Jim Gray, Bob Buckbee, Phil Voss, (Thanks very much guys!!!). A couple of folks asked after Ell Geib (Ell wisely stayed away from the approaching weather). Bob Minnis was there playing HO again. Always good to see him as is all the Fairfax Station trainiacs. Kids everywhere! Many little ones were mystified by the Lionel gateman as he busily open his gate house as the trans rumbled by. One Gramma got down on her haunches to watch the standard gauge close at eye level. I did so as well to chat with her and it is a wonder either one of us could standup afterward. She loved the rumble and crashing of the big old trains. Lots of kids love the outside trains. As you know Jeff Mitulla is the new leader of the show.

There is a possibly that we will all leave our trains at the station tomorrow night. Tough weather coming tomorrow!!!!

I have no idea if that will be many there tomorrow. I'm not bringing an antique car.

Too much fun playing trains at the old Fairfax Station

Stay warm,
Clem

PS: Beautiful snow on Sunday



THE LITTLE WOODEN RAILROAD THAT COULD

About 17 years ago I bought a 3x6 thin plywood layout from Auctioneer Ted Maurer. It is made of ¼ plywood with thin framing underneath for support. Flimsy thing. The windup track in the form of a loop with a pair of switches and a cut thru were nailed onto the green wood. Not much to it. I paid \$25 for it included with some houses that just sat where the owner wanted. I sold the houses. As it was scruffy looking, I repainted the green. The track was rusty so it got a coat of gray paint.

The little wooden layout made her first debut at Fairfax station. She lay on the porch and hundreds of little hands turned the switches and ran windups and pushed cars and trains over her. Many feet and bottoms kissed her as well. And she got wet a bit if it rained. She served Fairfax Station for 17 years. One time I heard a squawk from the RR and a young boy had gotten his finger caught in a loco's windup key. No damage but he and I had a man-to-man chat wherein he revealed that was his first ever toy that required winding up. Wow: no skate key, no train key and no toy windup key experience. He caught on

quickly and promptly demonstrated his newly learned skills to his proud Mom.

Then came space at York between the Blue and the Silver Halls. Then came Bud Ritter (The late Uncle Bud). He and I started Kids Korner @ York. And the little wooden layout had a new assignment. I believe she has served Kids Korner every time since until 2006. Up she came in my van along with two huge boxes of trains. She outlasted my van. Thousands more little hands played with her switches and her shape.

After each event she came home and stood in my garage. Her edges always needed repairing and her green refreshed. By now there is more paint than wood. Her track gets tightened down and the switched straightened.

At some point she was introduced to sidewalk chalk. Wow she came alive with chalk stick people houses, puppies and roads. And love notes. The best-est was "Mommy and Me" in squiggly chalk lines on one corner.

For many York's her managers were Nan Kronz and Mary Jackson. These wonderful ladies have watched over our children as they play in Kid's Korner @ York. They see that concepts like sharing, learning, loving and growing occur at Kids Korner. They also keep a watchful eye over the little wooden layout and all those budding engineers who use her.

Tearfully after York Spring 2006, they came to me and said it is time. The Little Wooden layout in Kids Korner @ York has served her last child. Too much plywood was loose and too many corners and edges might catch a soft hand. She would not want that to happen. So she road home with Sandy for the last time and rests in my garage after her toils for the Kids in Kids Korner @ York.

From all her Masters, Thank you Little Wooden Layout that Did.

Post Mortem: A year later Mary called The Little Wooden Layout back into service. Nan and Mary's York kids wanted the little layout back. (I suspect Mary missed her as well.) She told me to resurface it and fix 'er up good as new. I did and she again serves her Kids Korner trainics at York.
Clem Clement

***What's past is prologue;
my pre-war viewpoint
By Ed Fulginiti (12-67491)***

I'm one of eight children blessed to have parents, both in their mid-80s, who recently sought to organize a legacy wish list among their munchkins.

My parents knew what I'd ask for: my

Grandpop's O gauge tinplate trains and my great Uncle's handmade layout buildings, both so long in exile in the unfor-giving climes of their attic. By and large, this equipment hadn't seen the light of day since the mid-60s and was in need of some TLC, love that I was happy to provide.

Grandpop spent his entire working career with one company, E. K. Tryon of Philadelphia, where he was a manager in the sporting goods department. No doubt at his disposal were Lionel train sets like the 'Set 240E Work Train' that he lugged home with him aboard a Philly PTC trolley. Today these Lionels are my pride and joy, having accrued a value that has nothing to do with dollars so much as what they represent; a doorway into memory fields so clearly and vividly marked.

All over again, I hear my Grandpop's hearty laugh as I, his "little Eddie," finger the very trains he brought home in 1934 and 1935. I smile considering my mom, his daughter, as a seven-year-old playing with her favorite loco -- she preferred Grandpop's gun metal gray 249E over the Sets' 260E -- and that very 249E now runs the same tubular rails on the inner loop of my basement's 10x6 platform.

I close my eyes and see my great uncle in his workshop circa 1945, lovingly making a house, barn, out-house, corn crib, chicken coop, corral fence and other farm buildings to help frame Grandpop's trains now serving their second tour of duty some eighty years later.

And oh the smells! For me, smell takes no back seat to the other senses and it's that unique odor that running these old O gauge trains emits that rockets me back to my daddy's side in the late 50s/early 60s. Breathing-in, I recall he and I being in our always-damp Runnemede, NJ basement and that very certain 'train odor' that brings to mind the simple figure 8 assembled each Christmas of my youth.

There are other ways Grandpop's trains are shaping my journey into the "world's greatest hobby," including:

Satisfaction of doing something with my own hands. There is much pleasure to be had with glue guns, jig saws, soldering irons and such. I've spent most of my career in radio and television, many times



parked behind a computer screen; by contrast, classic toy training is a most fulfilling 'hands on' hobby.

Challenge of layout construction. I've always enjoyed building things but electrical has always been a challenge. That said, acquiring basic wiring skills to retro-fit my platform as Grandpop might have done during Lionel's pre-war era was important to me. Knowing how to bus wire, insulate rails, block control and activate accessories with switches and contactors proved significant. I may eventually graduate to digital command systems but for the time being, I'm happy being stuck in the 1930s.

Strategizing hobby cost-controls. I'm learning this isn't the cheapest of hobbies but there are ways to economize. For example, I'm developing a layout with an oil refinery yard and I'm crafting oil barrels out of yogurt cups around a tank farm created from coffee and raisin containers. I've got refinery stacks compliments of tissue tubes and a salt water taffy box making for a nifty loading dock. I made my own 26 inch tunnel out of junk plywood, chicken wire and left-over pool table felt and I'm especially pleased with a full border fence I made assuring Grandpop's 249E, 260E and their consist stay on the platform, not derailed 40 inches below to an unforgiving concrete death.

Relishing role of a Johnny-come-lately. Here am I on the brink of retirement, at the 'tender' age of 63, being dubbed the new kid on the block...wow! Recently I was introduced as "new blood" by one veteran train guy to another; talk about making my day!

Rubbing elbows with the best. To date, without exception, every individual I've met in this hobby has been impressive. Yes, I'll readily admit that for the most part, they are 'seasoned citizens' but they are earnest, robust, quality folks one and all. Think veterans of war, captains of industry, community leaders and business people who over the years have happily volunteered as scout leaders and soccer coaches; this hobby seems to be a magnet for salt-of-the-earth types and I'm enjoying their company.

To wit: reaching out to just one 'train guy' demonstrated this hobby's remarkable network of helpful others' only too pleased to offer guidance on repair, track designs, where to shop-and-swap and so much else. Accordingly, imagine my fortune having men like Clem Clement (64-987) as my guiding light and who has introduced me to so many knowledgeable people, among them Frank Hale (95-41207) as my wiring and scenic guru, Allen Crofts (95-41208) as the service repairman who breathed life back into my pre-war locos and Paul Johnson (75-8013) whose wonderful Catoctin Mountain train shop is my new candy store.

These are only a few of the great people I've met but the upshot is clear: not a bad apple in the bunch

and all inspirations to three-rail heaven!

I'll conclude by saying that today, in my early 60s, I'm getting a real charge out of becoming a 'beginning' hobbyist and whether I ever achieve 'advanced' status is of little consequence. The past is prologue and now I'm the grandfather and I think more about sparking my four-year-old grandson's imagination (he does love his Thomas The Tank!), hopefully providing memories for him much like mine.

Speaking for my Grandpop, that's a legacy I'd like just fine.

Ed Fulginiti (12-67491)



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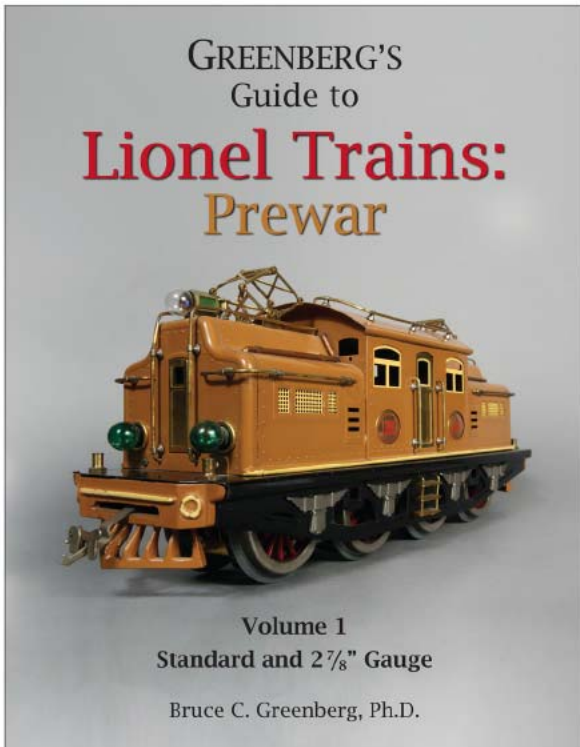
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The Atlantic Division wishes to extend an invitation to the TCA National Officers, Board of Directors and all TCA members and their families, to join us for the 60th National TCA Convention, June 21-28, 2014, in Philadelphia, Pennsylvania.

Our convention headquarters is the Crowne Plaza Hotel, located in Cherry Hill, NJ (located just 5 miles from downtown Philadelphia).

The Crowne Plaza Philadelphia/Cherry Hill offers the best of amenities in a beautiful location. Nestled on the shores of the Cooper River, the hotel's site presents the combination of river sports and walking

trails on one side, and imposing views of the Philadelphia skyline on the other. The hotel is just five (5) miles from historic Old City and Center City, Philadelphia. Philadelphia International Airport is fifteen (15) miles from the hotel. Easy access to our public transportation network, (SEPTA, PATCO, Amtrak and NJ Transit) will get you to the attractions of your choice.

Our Tours include train related venues, as well as historic sites and other points of interest (see Tour/Event Schedule from the menu bar) . Since Philadelphia was the birthplace of our nation there is a long list of historic landmarks to visit. Our tours include five separate rail-related tours, a visit to the Steamtown National Historic Site, the New Jersey shore, several of our world-class museums and other national treasures found in our region. There are more than 20 train layouts that you can visit as well.

The Tour, Event and Layout visits have been finalized and is posted on this web site and will appear in upcoming National TCA publications. You will be can make your reservations online now by visiting www.TCA60.org.

The Atlantic Division's goal is to make this an enjoyable, successful and memorable convention for all. TCA members deserve nothing but the best, and that is what we intend to deliver. We look forward to having you as our guests in Philadelphia this June.

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