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Jan.-Mar. 2016

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"The Trolley" The Official WB&A Newsletter



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

From the President's Desk

Dear All,

We are rapidly approaching the end of 2015 and the end of my two-year term as the President of the WB&A! These last two years have moved along at a rapid pace and it seems as if it was just yesterday that you elected me as the President of the WB&A. For those that have not heard, the ballots were counted at our general membership/swap meet on November 7. I am pleased to announce that Glenn MacKinnon was re-elected as Treasurer, Nada Boswell was re-elected as Secretary, Arne Meyrow will be moving into the Vice President position, Tom Salen will move to the Board, John Buxton and Bob Heine were re-elected to the Board and you have voted me as your President. Thank you to everyone who voted and for placing your confidence in us all, we will continue to strive to have the WB&A one of the finest train clubs and look forward to new ways to "play trains."

Each year we re-elect a part of the Board, I hope you will consider running. In two years you will need to elect a new President and in order to run, you must have served on the Board. I hope you will consider running!

Your Board continues to be busy over the last three months and the How To Sessions are rolling along and becoming an event that folks look forward to and are attending. We are also taping the sessions and we will be placing them up on the WB&A You Tube Channel which can be found at: <https://youtu.be/BMxdt18j950>. I'd like to thank Dan and Hope Danielson for holding these sessions at their store Toy Trains & Collectibles in Manassas, Virginia. For information about the next meeting, reach out to Nada Boswell at: wba.boswell@gmail.com.

Now, how does this go, he's checking his list, he's checking it twice, and he's trying to find out Hmmmm, it'll come back to me, but for now, as a reminder, Dave Eadie is looking for a "show of hands" if you'd be interested in a J-611 trip sometime next year and that list is growing. Yup, he's checking that list, he's checking it twice! If you haven't contacted Dave to let him know of your interest, please send him an email at dbeadie@verizon.net. It would be great if the WB&A could take up a large portion of the train ride, what a great way to come together as one Club!

We are looking into holding an event once the weather warms up and would welcome suggestions, one is a picnic where we can come together and visit with one another, but we're open to suggestions and we would welcome the help of others in planning the event once we come to a decision, so let us know if you'd have some time to help out.

So in closing I again want to thank you all for the confidence you have placed in me. Please know that I will continue to do my best to keep the WB&A out in the forefront of the hobby along with my entire esteem Board. My wish for each and every one of you is that the coming year brings you good health, happiness, joy, love, all of life's wonderful treasures and time to play trains.

Respectfully submitted,
Colleen A. Hall



Treasurer's Report as of Dec. 12, 2015

By Glenn MacKinnon

The Chapter's financial activities for January-December 12, 2015 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, 2015 \$33,725.37

Check Book Balance – Dec. 12, 2015 \$32,470.54

Significant Activities January 1, 2015 thru December 12, 2015

	Expenses	Revenue
MD Armory Mar 2015 Meet	2540	3240
Annapolis Show 2016	240	
Vienna, VA Show 2015	1157	1496
VTC/WB&A Joint Meet	979	842
Membership Dues 2015	105	4716
Membership Dues 2016		1628
Newsletter 2015	1257	
Sale of Trailer	67	1500
Sale of Trailer Contents		404
Kids Korner	364	515
Mini-Meet	900	
Baltimore Street Car Museum	544	
Fire Up 611	521	
Train Set for Drawing 2015	1469	1315
Train Set for Drawing 2016	1089	
White Elephant		31
Web Site	4092	
How To Sessions	174	
Election 2016	196	
Miscellaneous Expenses	1790	



TOP TEN WB&A BENEFITS

- 1 Fun and Fellowship with your Train Friends
- 2 Wealth of information available from other collectors, operators and layout
- 3 A wonderful opportunity to participate at the local level in the world's greatest
- 4 Free admission to local WB&A Train Shows. (Show advertised in local
- 5 Free admission at Members Only WB&A
- 6 Receive quarterly the WB&A Newsletter
- 7 Access to the chapter website -
- 8 Share in the excitement of the Toy Train
- 9 Serving as a committee member or officer at the local level is very reward-
- 10 Buy, Sell, Trade with local train enthusi-

Secretary's Report General Business Meeting June 7, 2015

Chapter President Colleen Hall called the meeting to Order at 9:45. There was a Quorum present for the meeting to continue.

Member James Warrenton offered an opening prayer.

Old Business

Secretary's Report – Nada Boswell distributed the November 1, 2014 General Business Minutes for review and discussion. There was a motion to accept the minutes as written by Dan Danielson, seconded by Tom Salen and unanimously accepted.

Treasurer's Report – Treasurer Glenn McKinnon provided the Treasurer's Report. The Club is in good financial shape at this time. Line items were discussed. The Annapolis meet was profitable despite a rainy day. The joint VTC/WB&A meet did lose money however not much. Over \$4,000 has been collected in membership dues and the sale of the trailer netted \$1,500. The Kids Korner reimbursement will be coming soon from Eastern. A motion was made by Carol McGinnis and seconded by Jim Kinder and unanimously passed.

Membership Report – Dave Eadie reported that 205 members have paid for 2015. In 2013 and 2015 we gained 25 new members each year. So far this year we have only gained 8 new members. If you refer a new



member you will be eligible for a drawing for a \$100 gift certificate or if you pay your 2016 dues by 12/31/2015 you will be eligible for a \$100 gift certificate.

The Vienna show has been moved to October 31, 2015 as several table holders requested that it be held later in the year and this date was the best available.

This year there are 2 drawings. Main item is the N&W J Class passenger set with tickets \$5 each or 6 for \$25. The other item is a Standard Gauge set with tickets \$5 each or 6 for \$20.

Eastern Report – Dan Danielson provided the Eastern Report. John Zobel was elected President, Dave Goodheart is the new Secretary. Dan feels that they both will work hard to move things forward.

Eastern has lost money over the last few meets so as a result fees will increase beginning April 2016. The increase will be \$2.00 to the entrance fee and \$2.00 per table for the table holders.

The sign that was posted on the fence at the April York Meet that stated “All Are Welcome” was put up without Board approval. The idea to get people to come was good, however the wording was very poor. There are specific rules (i.e. can only come once as a guest). No one knows how many people may have taken up the offer but if this is to continue the wording must be clear.

The York Meets remain as “closed” meets also due to tax issues with the Commonwealth of Pennsylvania. Dealers all have licenses as required but the exact status for other table holders needs to be clarified. If needed Dan and others may go to Harrisburg to get the needed information.

Colleen and Nada did meet with John Zobel, Eastern President while at York and expressed some of WB&A’s concerns about lack of openness – things being done without BOD approval, members not made aware of changes, etc. John will get back to them on the issues noted. TCA is no longer a handshake organization and membership is down. It is important that we express our concerns, vote in the elections and let the BOD know of any issues. Dan is doing a good job of letting the BOD know of our point of view as a chapter.

The idea of York being an open to the public meet does concern some members as it takes away the protection that was in place when a member brought a guest – i.e. the member was responsible for their guest as far as obeying the rules, assuming payment responsibility if a check was accepted, etc. Also everyone felt assured that if an item was lost it would be returned.

Dan noted that Brian Riley has been quite ill and not able to attend events, Jim Kinder suggested that we send him a card. Bill McCluskey and Karl Rambling also have had health issues so a card should be sent to them also. Nada will take care of this.

Bob Heine suggested that members should try to attend the Eastern Business Meeting which is held on Saturday at York from 8-00-8:30 a.m. It has been difficult to have a quorum so no actual business is really conducted. Also members should feel free to stop by John Zobel’s tables in the Blue Hall with any questions or concerns. A

suggestion was made that the meeting might be changed to Thursday morning when the halls don’t open until noon but a lot of people are there early. Dan will take that idea to the next meeting.

Carol McGinnis who serves on the National BOD as a Past President discussed some issues that will be brought up at the next meeting during the Convention. There has been a rumor about the Museum closing going around however there are no immediate plans to close. The Museum is expensive but it is what the TCA is all about. The Budget discussion will include cutting costs for the Museum as well as the Library and the Business Office. History, retention and recruitment are other important issues to be addressed. The Strategic Plan will include those and future conventions. Convention Cars are one of the biggest fund raisers. The rewritten Bylaws and Rules and Regulations will be presented for discussion and approval. These were redone to make both compatible. Must work was done on the Museum for the water treatment facility however those costs are in the past. She noted that Eastern Division has 5,500 members which is nearly ¼ of the total TCA membership.

Alternative sources of support for the Museum such as grants, state support or corporate sponsors might be possible, however all of those take a great deal of work and may not work out. A reduction in the frequency of conventions is also an option however they are already booked through 2019. This year is New York, then Houston, Rhode Island and Pittsburg.

Carol is always open to any ideas. Colleen noted that email can be used by all to communicate with Carol or our BOD to share thoughts and ideas. TCA should do more communicating as they are losing resources our members have that could help their efforts. John Buxton mentioned electronic communication and just things as Eclub, Ebay Charities and Amazon Charities that could reach a younger audience more used to electronic and social media connections.

New Business

Fredericksburg Meet Colleen as co-chair of the meet promoted it for a year with lots of advertising, Eblasts, website, and mailers but the turnout from the public was very disappointing. Dan Rollyson noted that the I-95 traffic was extremely heavy that weekend and may have kept people away. The talk that was given by Bruce Greenberg did not work out well as it is usually done at his table to a small group and is not intended to be presented to the whole hall at once. Bruce is always welcome to participate and always supports the club and the hobby. It was unfortunate that the noise level in the hall did not allow him the proper ability to do his excellent presentation.

WB&A did lose a bit of money on the show but not much. We need to continue to find ways to bring new people in the hobby. We need to encourage more volunteers as it take a lot of work to put on a show.

Website Colleen had located someone new to manage the site, however a family illness has made it impossible for him at this time. She will continue to look for someone to take over this but Joe will continue at this time. The club

needs a better site with a Members Only Page, interactive use, possible dues payment ability, etc. Once these are set up they would be easy to maintain. Jim Kinder suggested that it might be possible to get a college student to take this on as a project – could check with George Mason, NOVA, etc. We would need someone to explore that possibility.

Baltimore Streetcar Museum The turnout this year was small but those that did attend had a good time with lots of rides in many different cars. A group from the Strasburg Railroad was also there that day. Tableholders did sell a few things. The recent situation in Baltimore may have affected the turnout but was not an issue for those that did attend.

Planning for next year do a different venue, maybe the National Capitol Trolley Museum, B&O Museum or some event around the N&W 611.

Annapolis Armory Replacement Several individuals are looking for venues for our March 2016 meet as we will no longer be able to use the Armory. The B&O Museum, Odenton Fire House and a couple of other sites are being looked at. Cost and size are an issue as the Armory was very affordable including tables and chairs plus being a large space. The BOD will ask that those exploring the sites come to a meeting and present the information.

Nominating Committee The Nominating Committee has been formed. Dan Danielson, Nada Boswell and Bill Moss. The positions to be filled are: President, Vice President, Secretary, Treasurer and 3 BOD members. Interested members can contact any of the Nominating Committee. The slate must be set by September 1.

Membership Table Dave Eadie noted that the membership table will continue to be in the Silver Hall at York. It will be open Thursday, Friday and Saturday and will sell drawing tickets for the 2 items this year. He will need volunteers to staff the table. He noted that nearly 80% of the members pay their dues at an event during the year.

How to Session The first session was held at Dan's store and was well attended. Allen Crofts worked on a locomotive to show members how to work on their trains and gave tips on cleaning, lubricating, etc. Clem Clement had a table showing different methods of cleaning up the outside of different types of trains. The next session will be July 19th at Dan's store. This one will concentrate on scenery with a demonstration of mountain building and Carol McGinnis will demonstrate building structures for your layout.

Vienna Meet The meet is set for October 31st as members wanted it later in the year. It will be held at the Vienna Fire House. Dan and Dave have already booked the space and are working on advertising, etc.

Fire up 611 WB&A donated \$500 to the 611 fund and several of our members volunteered to work on the train during the excursions from Manassas to Front Royal. Dan Rollyson talked about how he became involved in the project and the efforts that were made by so many people to restore the 611. Norfolk Southern was instrumental in providing funding, equipment, logistics, and the use of their tracks and facilities. For the Manassas excursion they also provided 8 coaches. Without the support of the Norfolk Southern the 611 restoration would not have been possible.

A motion to adjourn was made by John Buxton, seconded by Carol McGinnis, unanimously approved. The meeting adjourned at 11:30

After the meeting Arne Meyrow did a presentation on the Honor Flights. These flights bring veterans from WWII, Vietnam, Desert Storm, and all other recent combats to DC. These are all funded by donations and come from all parts of the country. Arne volunteers as a greeter as the flights arrive and the vets are met at the airport. They are then taken on tours of the monuments and places of interest around the DC area. As can be expected many of the veterans are older or in need of special assistance during their time here so volunteers are always need to assist with not only meeting them but helping them on the tours. Flights stop during the summer due to the weather but will resume again in the fall. Anyone who has time is urged to volunteer as the veterans that come are so appreciative of the chance they have been given to visit our area.

How-To Session Scheduled

The next How-To Session will be held at Hope and Dan Danielson's Store – Toy Trains & Collectibles, 7216 New Market Court, Manassas, VA on Sunday January 24, 2016 from 10 am until noon. The topic will be Hand Held Controllers including Lionel Legacy System, MTH DCS System and HO Digitrax System. You can learn how to install, set-up and operate these systems. As always feel free to come a bit early for coffee and light refreshments. Please contact wba.boswell@gmail.com with any questions or for more information.

Membership Moments by David Eadie

December, 2015

Reminder Notices were sent out this month to those who have not paid their 2015 dues. Your WB&A membership card should have a brown "15" sticker on it. If you only see "14" or something earlier, and wish to remain a member please send in your dues now. You can find a renewal form in this newsletter. Please consider paying your 2016 dues as I have those stickers as well. I would like to thank the 255 members who have paid their 2015 dues, many doing so at one of our events held throughout the year. Doing so saves the club time and money of not sending out reminder notices.

N&W J611 excursion update:

We are still planning a club excursion on the N&W 611 J the first weekend of June, 2016 out of Manassas, VA. As soon as we hear from the Virginia Transportation Museum as to a firm schedule, we will let you know. So far, we have about 50 club members and family who have signed up. If you are interested please contact me (dbeadie@verizon.net) with the number of people in your party so we may get a head count on those interested.

For those members who prepaid their 2016 dues and

any new member joining the WB&A Chapter in 2015, they have been entered into a drawing for a **\$100 gift certificate** to Dan Danielson's **Toy Trains and Collectibles store in Manassas, VA**. The drawing for the two gift certificates, the N&W J Passenger Set, and the Standard Gauge 254 Set will be held in early January, 2016.

If you know a TCA member in our area who is not a WB&A member, invite them to attend one of our events held throughout the year. If they join the WB&A Chapter, you will be entered into a **drawing for a \$100 gift certificate**.

WB&A Chapter - TCA

Vienna Firehouse 3rd Annual Train Meet October 31st, 2015

WB&A Chapter held its annual Virginia public Toy and Train Show at the Vienna Firehouse Station 2 on Saturday, October 31st from 9:00 am until 2:00 pm. More than half of our tableholders showed up on Friday and with the of Bill and Kathy Potterton, Bob Kimmel, Steve Burkett, Nada Boswell, Tom Salen, Colleen Hall, Glen Mackinnon, Hope and Dan Danielson, tables were set up in short order. By 3:00 pm our first table holders started arriving. We were blessed with perfect weather again this year which helped getting the trains upstairs. Many thanks to all helped get this done. The evening concluded with the arrival of Cadence and his family's two layouts; one 8 x 8 ft table layout and an figure 8 up and over powered by a bicycle ! (see attached photos)

Saturday began with a beautiful crisp fall day and by 6:45 am the first of the remaining table holders greeted us at the door. By 7:00 am, the smell of hot coffee and a hot breakfast menu filled the air prepared by the fire station ladies' auxiliary. Coffee, donuts, and egg sandwiches were served as the remaining table holders filled the hall. Allen Crofts arrived and announced that the "doctor was in", our own train doctor who can fix just about anything, prewar or postwar. He quickly set up his gear on center stage ready to service any ailing train sent his way. Many have had Allen perform his magic on a train or two from their collection. Thanks again, Allen, for being part of our shows.

Late arrivals included Clem Clement and Jim Gray who insisted they had good excuses; something about a 6:00 AM car show at Katie's Coffee House in Great Falls, Va. It must have been true for they showed up in Clem's 1923 Ford Model A, proudly parked out front. We would like to thank Bruce Greenburg helping us with getting the word out there about the show. Thank you, Bruce.

Word must have gotten out because late morning, Abigail Constantino of the Vienna Connection newspaper showed up to see what all the fuss was about at the firehouse. After interviewing several of us and much picture taking, we found a wonderful article in their Vienna Connection's next edition. With Abigail's editors permission we have included her article in this newsletter.

Opening at 8 AM to WB&A members, we had a good showing of member support with nearly 45 members actively seeking treasures; 25 renewed their membership dues and we added 4 new members who recently joined TCA. We thank you all for your support and hope to see you at our next meet. The public started arriving promptly at 9:00 AM and were greeted by Colleen and Hope decked out in full Halloween attire. The kids soon discovered the operating layouts and the Thomas and friends

wooden trains in the center of the hall.

Door prizes provided by our membership were given to both young and old all day long. Halloween trick or treats were provided to all the children. The grand prize of a Polar Express Lionchief set was won by WB&A member, Harry Rado of Springfield, Virginia. Picture below.

Finally, we would like to thank Carol and Harold, our contacts at the fire station for making this event possible. Carol and Harold made set up and take down as easy as possible. Your Board would like to thank all the table holders as well, the table holders, whom without, this event would not be possible. Please put this important show on your calendars for next year.

We look forward to seeing you there !!

Dave Eadie
Meet Co-Chair

Dan Danielson
Meet Co-Chair

Historian's Corner

December, 2015

At this time of year it seems most appropriate to think a bit about the past. In 1992 Gary Lavinus was the President of TCA, Don Fraley was President-Elect, Al Levin was Vice President, Donna Robinson was Secretary, and Bill Miles was Treasurer. Bruce Manson was editor of the Train Collectors Quarterly. Lou Redman, CM-3, wrote the Historian's Column for the, July 1992, Vol 38, No.4:

Let's look at 30 years ago. It takes us back to 1962 when we were six hundred and twenty eager, younger collectors. What a banner year we thought that was. There were 52 pages in the 8th Directory, a free American Flyer Road Name Directory, a free Hafner report, four newsletters totaling all of 28 pages, four Quarterlies each containing 12 pages and the first Lionel Number List was published. You've come a long way, baby!

Now here we are moving into the new year, 2016. TCA has 23,925 members. See someone interested in your trains?; ask if they want to join TCA. There is an Online Directory with over 400 pages of information. We have had 58 presidents in our 61 years. There have been 2 books written by TCA, Lionel Standard of the World, 1976; and Lionel Standard of the World, 2nd Edition, 1989. We have five yearly National Headquarters News publications. We have four yearly Train Collectors Quarterlies. We have "the best train museum in America. "according to Visit Lancaster at <http://www.visitlancasterpa.net/Lancaster-County/Things-To-Do/Museums/> .

There has been a TCA Convention Special Freight Set #1 in 1972, TCA Convention Special Passenger Car set #2 with "baby Madison cars" (mid 1980s), TCA 25th Anniversary set by Williams (Std. gauge), TCA 40th Anniversary Train Set, the TCA 50th Anniversary Train Set-in an Eastern and Western version, and a 50th Anniversary chrome-plated American Flyer President's Special set-only a few produced. Thanks to Jan Athey, NTTL Librarian for providing this information.

Our National Toy Train Library is recognized for their work with local schools and national authors. Our National Toy Train Museum is a great value, with premier displays of historic toy trains, and interactive layouts. We have grading standards that are recognized nationwide. All is all TCA is pretty amazing!

Yours in Train-ing.

Carol R. McGinnis, 95-41066



View from the Observation Car

By George Tsakiris

Tinplate – It Starts

For some of us, our first train set was tinplate with realism taking a back seat to shiny, simple, and brightly painted toy-like qualities. For others, like me, it was post war action. The 1960 Lionel catalogue declared my Northern Pacific GP9 led a “might military” train. This action set included missile launchers, radar car, firefighting car, and others.

Needless to say with a set like that my eight year old self could declare no fires and no stinking comics in my neighborhood!

Getting back into the hobby as an adult involved my collecting some post-war and many modern, realistic O gauge trains. Participating in train events and joining the WB&A I became aware there was a lunatic fringe of passionate tinplate collectors. OK tinplate folks, your trains are sort of interesting and cute but I will remain a spectator. This keep my distance mindset worked for a while, then the tinplate charm started working on me.

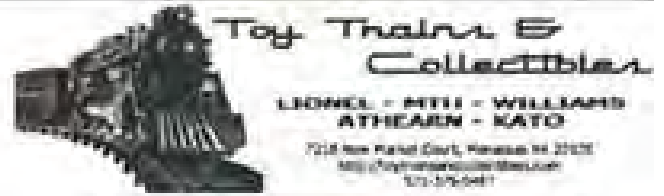
It started with a really nice B&O 260E engine with box car, hopper, and caboose. Added two cars; heck that is a long train in the tinplate world. Where did this set get its inaugural run? Why on a modular layout built on the turntable in the B&O museum. Sweet!

Two things struck me running the 260E led train in this public setting. First, no matter what else was on the layout, most folks commented on the set, “Wow look at that (cool/pretty/beautiful/etc.) train!” Second, I enjoyed running the train at slower speeds. Something about the lower speed brought out all the beauty and charm.

Next year a set of red 2600 series passenger cars was delivered by Santa. What a great looking train.

WB&A Board of Directors Business Meeting

When: Saturday February 6, 2016
Where: To Be Announced
Time: 9:00 a.m.-2:00 p.m.
Come and join the WB&A Board of Directors
Agenda: Officer reports, Eastern Division report, upcoming Events, open discussion.



Dan Danielson

dandhtrains@comcast.net

BUY - SELL - PARTS - SERVICE



Do you use Facebook?

If so, try out our facebook page

[https://
www.facebook.com/
wba.chaptertca](https://www.facebook.com/wba.chaptertca)



Happy New Year to
all from your Officers and
Board of Directors!

My latest additions are a crane car and spotlight car both in terra cotta. Next O gauge tinplate purchase? That remains to be seen.

Did I mention my attraction to standard gauge trains? Well that's a story for the next edition of the Trolley.

**WB&A 2016 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 Wintercross 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 with any questions.



**Don't Miss Out on the chance
to win the WB&A Drawing for a new Premier Line
MTH J-Class Passenger Set!**

4-8-4 J Class Speciality Passenger Set w/Proto-Sound 3.0



Product Line: Premier

Roadname: Norfolk & Western



Shipping Date: MAR. 2015

4-8-4 J Class Speciality Passenger Set w/Proto-Sound 3.0 - Norfolk & Western

Set Features: Norfolk & Western 4-8-4 J Class Steam Engine (Cab No. 607), (1) 70' Streamlined Baggage Car, (2) 70' Streamlined Coach Cars, (1) 70' Streamlined Observation Car

Product Number: 20-3574-1

M.S.R.P. \$ 1349.95



**Contact any WB&A BOD Member
check to Treasurer, Glenn ...
Winner to be announced shortly!
... Springfield, VA 22152.
... return mail to you.
... (25) Only 500 tickets are being sold.
Drawing to be held in December.**

Note: Here is an idea for a display area on your layout. It will attract attention if you have railroad workers inspecting the damage.

Borrowed from October 2015 WESTERN MARYLAND CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY publication **The Automatic Block**.

SAFETY

The railroad can be a pretty dangerous place. Sometimes one rule make more sense than others, as does 707.30 by the example shown in the attachment. The banding has broken on a coil of 1/4 inch steel allowing the end to stick out 7-8 feet from the car it is loaded on and it was likely whipping up and down in about a 3 foot arc as the train rolled along at 60 miles per hour. Not survivable if you for some reason weren't paying attention and failed to get in the clear as the train approached.



CSX's Safety Message and Photo

Sent: Monday, August 17, 2015 8:28 AM

Subject: Fwd: What We Do and Why

Perfect example of why we stop work, get in a designated place of safety and ALL watch a train go by. Please let's make sure we are being rule compliant in "What We Do" each day and each task.

Standing 30 feet to perform inspections looks like a good idea here! Rule 707.30

Communications and Signals Manager

Jacksonville Division-Central Florida Signal Maintenance.

" He is truly wise who gains wisdom from another's mishap. "

BE SAFE-ENGAGE YOUR BRAIN

(Robert Bernier once observed the aftermath when a steel coil unwrapped on the interstate. Three people were killed in the opposing lane as the steel snaked across the median and sliced their car. The trucker had only used nylon tie down straps. Can you say lawsuit anyone.)



Turkish Trains

Paul Pullen

I enlisted in the U. S. Army in January of 1967, during the height of the Viet Nam conflict, and expected to be sent to Viet Nam with many other recruits and draftees. I went through Basic Training, and Advanced Training and was then expecting to receive orders for the Far East. However, when my orders came down, I was shipped the other direction. I was assigned to

NATO 's Sixth Allied Tactical Air Force Detachment located in Izmir, Turkey.

While I was in Izmir, I did a lot of traveling around the country of Turkey, and I was aware of the fact that Turkey was still running steam engines on most of their railroads. During my tours of the country, I never really came close to an operational line, so I missed out on seeing their steam operations first hand.

One Saturday afternoon, I decided to go to a Turkish Football game (what we call soccer here in the US), and had



to walk through a section of Izmir I had never been to in order to get to the stadium. On my way there, I passed a small railroad yard, and managed to take a few pictures of the cars parked on the tracks in what was a small yard.

As you can see by the boxcar picture shown above, the Turkish railroad still used two axle cars. They also used the same type of bumpers that were (and may still be used in Europe) used in the United States many years ago. These bumpers can easily cause the death of a railroad worker.



The couplers are of the same types that were used in Europe during WWII, requiring a railroad worker to hook the dropped part to the next car, then tighten the connection



by moving the threaded rod ultimately pulling the cars closer together. This is illustrated by the arrow pointing to the handle that moves the whole mechanism.



A view of one of the journal boxes on an axle is shown below.



Much to my chagrin, while the football game was going on, I heard a steam whistle and the chuffing of a steam engine switching the yard. I was trapped in the stadium and could not go train watching, which I would have rather done. (I am not much of a sports enthusiast.)

WB&A Swap/Business Meet

The WB&A club held a small Swap/Business meeting on November 7, 2015 at St. James Evangelical Lutheran Church in Overlea, Maryland. This year, due to the closeness of the WB&A Train Show in Vienna, Virginia the weekend before, the show was not as well attended as it had been the previous years. However, we had a friendly group of members who seemed to enjoy the Meet.

As always at WB&A Meets, the members were welcomed with a selection of donuts, bagels, coffee, tea, and sodas. Lunch was served by a local Papa John's Pizza.

This year, the Meet had a "special" guest running on the miniature Buffalo Creek Railroad that was operating during the day. This guest was a clone of the special car

that is traveling around among members of the Lionel Collectors Club of America, the Switching Tracks Car. Here the Pre-War version of the Switching Tracks car is shown exiting the mountain and on the way to Forest Hill Station. The tiny train in this view is a Marx wind-up train



that was also running on the small layout. In the full view of the Buffalo Creek

Railroad, you see in the background, a Post-War clone of the LCCA Switching Tracks car, as well. The stations on the railroad are Forest Hill station from the Maryland and Pennsylvania Railroad, and a Lionel # 127 station. The manufacturer of the mountain is unknown to me.



The results of the ballot was as follows:

- President: Colleen Hall
- Vice President: Arnold Meyrow
- Treasurer: Glenn MacKinnon
- Secretary: Nada Boswell
- Board of Directors:
 - John Buxton
 - Robert Heine
 - Thomas Salen

Our small railroad hosted a bunch of different locomotives during the morning and into the afternoon. The train was first headed by a custom painted Alco PA, Lionel Lines # 225. The train was then taken over with a Lionel #

1688, and the Switching Tracks cars was switched out to be the Pre-War clone as the passenger train continued around the track.

After the meeting, the railroad hosted a bunch of other locomotives, and served as a test track for other locomotives that were being tested before purchase. The first one was a Pre-War American Flyer Mini-Haha.



Following the Mini-Haha, we had a Lionel # 1665 with its bell ringing tender. Following that, a refinished Ives locomotive was tried, but one of its drive wheels had wheel problems that had pushed the steel rim out of gauge so the engine was running like the Toonerville Trolley. It would wobble on straights, but derail on curves.



Also run were two different MTH PCC cars.



Two winners of door prizes are pictured next with their prizes.



Finally, while we were cleaning up after the show, I was asked if I could test one more engine. This was one that was for sale, and the prospective new owner wanted to be sure it would operate. We put the Lionel # 2065 on the track, and we heard its e-unit operating, but it would not move more than a little jump. Taking it from the track, I found it to have very dry bearings, gears, and hard to move the drive wheels. We oiled the bearing and greased the gears, and then had an engine that would run fine in the forward direction, but did not do more than a little jump in reverse. Disassembly of the engine was completed during the tear-down and packing up of our members, and the brush springs were re-seated and the engine operated flawlessly in both directions. The prospective owner went home happy with his new toy to run on his railroad.

All-in-all, I believe our members had fun, quite a few items changed hands, and all left the Swap Meet happy.

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:

pullenp@gmail.com

**DEADLINE FOR SUBMITTING ARTICLES
FOR Apr.-Jun. 2016 TROLLEY
March 10, 2016**





Photo by Paul Pullen

Western Maryland Scenic Railroad by Dan Whetzel

The Western Maryland Scenic Railroad (WMSR) continues to be a first-class destination for guests while preparing for the 2016 operating season. Plans for the upcoming year are the most comprehensive since the railroad's founding and have already generated enthusiasm on a national level. Reasons for the interest may be found in two major conservation and restoration projects that are on time for a late spring unveiling.

Since the WMSR's acquisition of the Chesapeake & Ohio Railway 1309 steam locomotive in 2015, railfans across the country have been anticipating its return to service. Mike Gresham, General Superintendent of the WMSR, states, "The 1309 is an articulated Mallet model that will become the most powerful steam locomotive in regular operation within the United States."

Adding to the engine's provenance is the date of manufacture -- 1949. The date is significant because the Baldwin Locomotive Works never produced another domestic steam engine for a U.S. railroad after the 1309, making it an exclamation mark to the transportation industry that played a major role in building the country's economy.

Mike points out that in addition to being recognized as a noteworthy locomotive, the 1309 will become a living symbol of historical preservation because important skills and values have been passed from one generation to another. "The 1309 is a tribute and symbol to our industrial heritage and we are proud to have played a part in keeping those skills and traditions alive," stated Mike.

The locomotive has already generated worldwide

interest among railfans and contributed to the WMSR's renaissance. Inquiries of general interest and offers of support have come from a variety of geographic locations and age groups over the past several months.

The second rebuilding initiative focuses on the historic Western Maryland 204 Business Car, one of two such cars in existence. Since being transported from Deep Creek Lake to the WMSR shop, the car has undergone lead paint removal and initial structural repairs. A crew has been dedicated to its restoration throughout the winter months which will make the car available for display by spring. "We expect the business car to be on the tracks and behind the 1309 by late spring, although it will not be completely refurbished," noted Mike.

In the meantime, the Western Maryland Scenic Railroad continues its regularly scheduled operations that will extend through the 2015 Christmas season. The special Christmas trains always sell out and are on pace to do so again. This year (2015) is the final opportunity to ride behind WMSR's current steam locomotive 734 for a number of years, as Federal Railroad Administration requirements mandate a complete rebuild at the end of 2015.

With the operating season winding down, the WMSR is already looking forward to what promises to be its most successful season. As Mike states, "2016 will be the most successful year ever for the WMSR. We have a lot of work to do, but we are going to get it done! Mountain Discoveries, Fall/Winter 2015-16

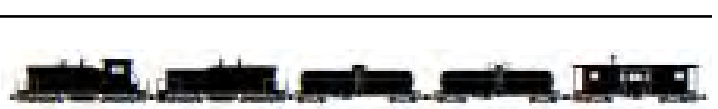
{Borrowed from November 2015 WESTERN MARYLAND CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY publication *The Automatic Block*.}

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Vienna Connection
Trains Bring the Young and Young-at-Heart to Vienna



Adin Turetsky, 13, demonstrates a pedal-powered toy train during the Vienna Train Show on Saturday, Oct. 31. Photo by [Abigail Constantino](#).



Philip Graves, of McLean, right, would not miss the Vienna Train Show, sponsored by the WB and A Chapter of Train Collector's Association, of which Bruce Greenberg, left, is a member.

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“When I was a kid I devoured the catalogs. I used to sneak the train catalogs around Christmas time in between the school books and when we had a study group, I would open the book and then I had the catalog inside so I could go through all the stuff that I would have liked to have had but unfortunately you couldn’t afford . Or, dad couldn’t. But we grew up with trains, by brother and I, we had a lay out at home that we set up every Christmas, and I’ve got the same table and the same place,” said Philip Graves of McLean. Graves is now in his 80’s, living in the house he grew up in after years of living in Vienna Woods.

This is how it all started for a lot of people at the Vienna Train Show, sponsored by the WB and A Chapter of Train Collector’s Association, held, for the third year at the Vienna Volunteer Fire Department, on Saturday, Oct. 31.

Thirteen-year old, Flint Hill School students Adin Turetsky and Cadence Senate became friends because of toy trains. Turetsky saw Senate wearing a train shirt and discovered a fellow toy train aficionado. Turetsky and Senate both received train sets from their grandfathers, which started their interest in toy Trains. They have been into trains for more than 10 years.

In their makers education class at Flint Hill School, they worked on finding a different way to power model trains. They came up with a pedal-powered train, which they demonstrated during the show. They also had a fun train layout, attracting the attention of young attendees.

The young-at-heart, on the other hand, searched for parts and sets to add to their collections from the table of toy train vendors, like Jerry Olexson, Robbie Schroeder, Russell Youens of Tiny Tim’s Toys and Trains in Ashland, Va and Dan Danielson of Toy Trains and Collectibles in Manassas. Some also consulted with train doctor Allen Crotts, of Al’s Toy Train Service in Falls Church.

Author and WB and A member Bruce Greenberg said that toy trains create a “positive world of creative experiences.” He said that the world created around toy trains—the houses, people, cars, trees—leads to explorations about how things work. “How does a motor work? How does a motor make the wheels go round? There are many engineers that started with these questions,” he said.

Collectors and enthusiasts look to the next generation to pass on their passion for toy trains. Olexson’s and Greenberg’s grandsons have caught the bug. As with Turetsky and Senate, toy train collecting continues to attract the young. “We have a few. We’d love to have more. We welcome them. It’s a great

experience for children,” said Greenberg.

A good starter set, according to Danielson, is the Pennsylvania Flyer by Lionel, which retails for about \$269. “It’s a steam engine. It’s got headlights. It smokes. It’s got a bell whistle and it makes a chugging sound.”



How the “Lionel Standard Gauge Layout” Became the “Bessley Railroad”

by Bruce C. Greenberg, Ph.D.



Now on the fourth floor of our Alexandria townhouse located on Bessley Place, the “Lionel Standard Gauge Layout” was constructed in the early 1980s for exhibit at Greenberg Train Shows in Baltimore, Philadelphia, Pittsburgh, Long Island, and Boston. The layout has traveled thousands of miles.¹ It was built from four sheets of Homasote, and when assembled was 8 feet wide and 16 feet long. The Standard Gauge layout was the second layout built by Greenberg Shows to take on the road. (The first, the 40 foot long O and Standard Gauge layout, was subsequently redesigned for O Gauge only.)

The photograph above shows the Standard Gauge layout in 2010 by which time it had many more buildings, lights, vehicles, and crossing signals, etc., than when it traveled the show circuit. Before a show it would have been impossible to put all these new objects on the layout in the two or three hours available before each show.

By 2010, the layout had three additional operating tracks. Along the back there was a siding with (1) No. 408E locomotive running switch duties and an elevated track with (2) No. 8 streetcar providing rapid transit service. Both the No. 408E and the No. 8 ran from one end to the other and automatically reversed using electronics supplied by Circuitron.²

In the foreground, (3) the city trolley provides downtown service using Superstreet track. Superstreet, with very tight 16” diameter curve track, is ideal for this congested area.

The story continues in 2013.

In 2013, the railroad company, was renamed and recapitalized as the Bessley Railroad (BRR). The BRR Directors believed there was demand for much better commuter service but the city of Bessley was completely filled with buildings, track and roads. In consultation with Glenn McComas of McComas Engineering, the BRR president realized the only way to meet increased demand for commuter service was by elevated monorail. However the well designed Leland Detroit monorail from the late 1920s was not available. Fortunately MTH³ came to the rescue with a 2005 reproduction of the Leland Detroit monorail. In 2013 the railroad acquisition department purchased the equipment through an ad in the TCA National Headquarters News.

Building a monorail system in high density Bessley City involved political as well as engineering challenges. Having solved the political problems and securing easements to build, the engineer sought a pier system which would have the smallest possible footprint but still conform to NTSB guidelines and standards while being insurable at affordable rates.

Texas Lamp Parts⁴ provided the necessary hardware at remarkably attractive prices.

The Bessley skilled mechanics and McComas Engineering installed the first monorail over a concentrated and focused 48 hours. There were no complaints of disruption from the community and no injuries to the workers.

The monorail system was an instant success. The local newspaper and TV station carried glowing stories and praised the Bessley Railroad for its investment. (This was highly unusual activity for local media.) The monorail developed an unexpected tourist market from riders who enjoyed the spectacular views.

Soon BRR management received letters and phone calls asking if an elevated trolley line could be constructed at the north end of Bessley. Again the BRR president consulted McComas Engineering, and engineering plans were developed. Texas Lamp Parts again supplied the piers. Since O27 track was used rather than a monorail, a different method of track attachment was developed. New, highly reliable trolleys were available from MTH.

To the surprise of BRR management, there was new demand for monorail commuter services at the east end of Bessley. The engineering challenge of the second monorail system was even greater because of the over developed infrastructure. A huge excavation was required to provide safe access for construction. Before the excavation could begin, many underground wires had to be identified and moved, which further disrupted the already busy Bessley City. Furthermore the great Bessley City Station had to be temporarily relocated. The political problems that these railroad improvements incurred were enormous. Fortunately, the Bessley RR had generously supported the election of the pro-railroad political incumbents.

Because the new monorail right of way overlapped the old monorail's right of way, the new monorail was built at 65 feet ⁵ towering above the city. The existing monorail was at 45 feet ⁶.



The O27 trolley track is supported by threaded lamp pipes with simulated concrete bases which supply some support. The pipes are also fastened by washers and nuts.



After the great Bessley City Station was moved, the excavation team planned the new access hole. The screw driver handles mark the area where rewiring was required before the large excavation.



Worn out from hours of inspecting very extensive underground wiring, the BRR president emerges back into the world.



The monorail came with red track supporters which fasten into cast iron bases. The cast iron bases were not used. Threaded lamp pipes raised the red track supporters. The black painted lamp pipes were fastened to the Homasote with large washers and nuts. The pipe section to the left is 7 inches long, much shorter than the 26 inch sections actually used.

McComas Engineering had never designed a rail-road with such great height supported by very slender piers. Usually, high elevations were supported by enormous masonry piers. Pretests were made to see if the slender piers would withstand the enormous forces generated by the high speed monorail. To the delight of the engineers the anchoring system provided the required stability and the NTSB approved the design.

The actual installation was challenging. As always, unanticipated issues arose. The BRR-McComas team found cost effective solutions. One minor injury was suffered in the final phase by the installation team, but stitches were not required.

On opening day, the high school band played, the mayor spoke too long and strong beverages were served. Now in late 2015, the tourist traffic has grown rapidly because the visual and auditory ex-

periences are unforgettable!

The BRR president and McComas Engineering welcome you to visit the Bessley Railroad. Our next community no fare day will be January 10, 2016 from 2 to 5 pm. Please call and let us know that you will be attending, 703-461-6991 or write bruceCgreenberg1@gmail.com

1. "The History of the Standard Gauge Layout at Bessley Place, Part 1." *The Train Collectors Quarterly*, July 2011 . *Ibid.* "Part 2," October 2011.
2. Circuitron (<http://www.circuitron.com/>).
3. MTH, Leland Detroit monorail system. (<http://mthtrains.com/11-6060-0>).
4. Texas Lamp Parts (<http://www.txlampparts.net/>).
5. 65 feet (actually 26 inches). Calculation 1/30, based on Standard Gauge.
6. 45 feet (actually 18"). Calculation 1/30 based on Standard Gauge.



The Bessley Railroad has ten operating lines; eight are visible above. On the far left is (1) the newest MTH monorail. The new rail cars just clear (2) the earlier monorail installation. In addition to the two monorails, there are two mainlines, one with deluxe passenger service featuring (3) the MTH Brute locomotive and four State Cars. The outside mainline is devoted to freight traffic, with (4) a MTH No. 400E locomotive pulling a long string of freight cars.

In the foreground is (5) an 027 trolley line with two trolleys. The trolleys gently collide and reverse direction which provides great rider excitement!

Barely visible at the edge of the No. 840 Power House is (6) a yellow pickup truck providing local delivery. At the rear of the city, (7) a No. 8 "Pay As You Enter" streetcar provides rapid point to point service on a trestle. Below the trestle, (8) a No. 408 locomotive stands ready for freight cars transfers.



Upcoming Train Shows

Jan. 17, 2016	Toy Train/Collectible Show, Nansemond-Suffolk Academy, Suffolk, VA
Mar. 13-27, 2016	TCA Exotic Eastern Caribbean Cruise
Mar. 20, 2016	WB&A Annapolis Elks Lodge Train Show
Apr. 2016	TCA Museum Open House
Apr. 2016	Eastern Division York Meet
Jun. 5, 2016	WB&A mini-meet, Kemper-Macon Lodge, Falls Church, VA
Aug. 13, 2016	Lynchburg Rail Day 2016
Nov. 5, 2016	WB&A mini-meet



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Look who just joined WB&A!!!

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LOOKING FOR NEW MEMBERS

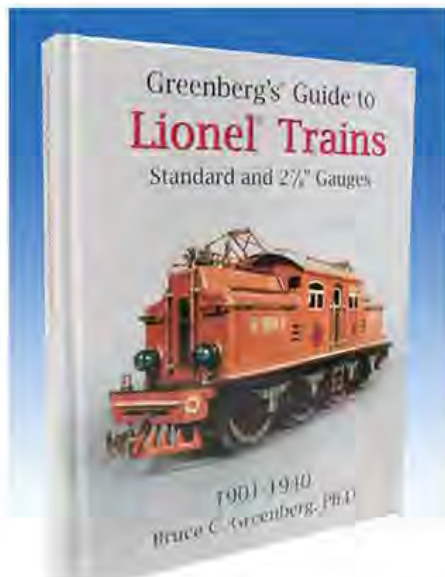
If you know a TCA member in our area who is not a WB&A member invite them to one of our next events. If they join the B&A, you will be entered into a drawing for a \$ 100 Gift certificate.



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New Standard for Documenting Lionel's Standard of the World

An enlightened discussion of the subject of toy train history and historians will necessarily include the name of Bruce C. Greenberg. It's entirely fair to say that no individual, past or present, has likely been so devoted to and passionate about the scholarly, stringent, systematic, and exhaustive study and documentation of America's toy train manufacturers and the toys they created.

Following a hiatus from book publishing after he sold Greenberg Publishing Company (formerly of Sykesville, Maryland) to Kalmbach Publishing Co. in Waukesha, Wisconsin, Bruce is back on the scene in a big way with an impressive new volume devoted to the earliest manufacturing efforts of America's iconic toy train maker, Lionel.

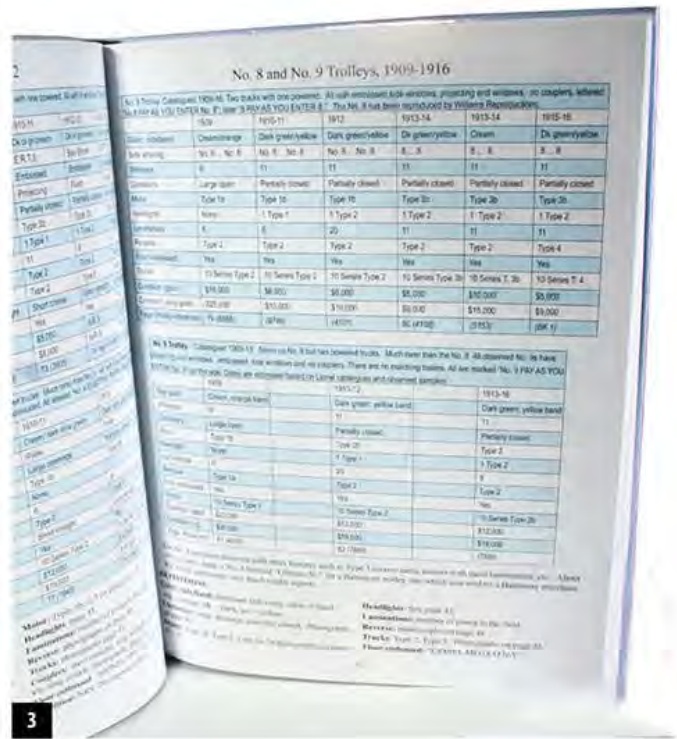
Greenberg's Guide to Lionel Trains, Standard and 2-7/8" Gauges, 1901-1940, the sixth and by far largest volume in the series bearing this title, comprises the most thorough investigation ever attempted to document production of those two earliest Lionel gauges. The 13 chapters in this limited-run 432-page book document the evolution of the products made during that important early period, which provided a solid foundation for Lionel's 115-year tenure.

Assisting in this major effort to provide as comprehensive and accurate a record as possible of that formative production period were many of today's foremost collectors and historians of Lionel history. The acknowledgments section at the front of the book reads very much like a Who's Who of the contemporary world of toy train collecting. Content of the book is in large part the collective result of many study group sessions held with these acknowledged experts at Bruce and Linda Greenberg's home in Virginia. At these gatherings a wealth of new information was presented and supported with actual examples of many rare and unusual items provided by participants for examination, discussion, debate, and photography.

The book covers the full range of Lionel production of 2-7/8" and Standard Gauge trains in the prewar period and opens with an overview of six definable periods of significant marketing and manufacturing changes and innovations followed by chapters that detail:

- Trucks, couplers, oil labels, and brake wheels
- 2-7/8" gauge (initially written by the late James Sattler)
- Trolleys
- Steam locomotives (presented in two periods/chapters)
- Electric locomotives (presented in two periods/chapters)
- Freight cars (presented in two periods/chapters)
- Passenger cars (presented in two periods/chapters)
- Interurbans

In each chapter, detailed descriptions of individual items are provided along with important information related to distinctive features and changes applied over the course of production. High-quality color photographs of products are supplemented with equally high-quality close-up shots. They not only enable the reader to identify and compare component changes made over time but often are clearly labeled with arrow overlays to make identification even easier. See Photos 1 and 2 for typical examples. Further simplifying the identification process for the reader, 84 easy-to-read charts displayed throughout the book provide a quick-check reference to item features. Where applicable, current (at time of publication) estimated values based on condition, are given. See Photo 3 for an example. Values listed in this publication were determined by the panel of reviewers using a variety of sources including Internet auctions like eBay and major auction houses such as Stout Auctions, train shows, and private transactions.



Greenberg's Guide to Lionel Trains, Standard and 2-7/8" Gauges, 1901-1940

Sixth Edition by Bruce C. Greenberg, Ph.D.

Published 2014 by Brinkmann Publishing LLC, Alexandria, Virginia

ISBN: 978-096789-5-5-5

432 pages, hard cover

Meticulous researcher that he is and long has been, Bruce also initiated an evolving list of "Additions and Corrections" for this volume, and an addendum sheet is included with each new purchase. In the collecting field of toy trains or just about anything else, new information continually surfaces. That, in fact, is one of the primary reasons published works like this one are so important to the hobby's accurately documented history. Such works provide a permanent ink-on-paper record that often serves as a key to unlocking previously unknown or overlooked information. It's the familiar "The one I have is a bit different than what you described" phenomenon, and it is the primary way the knowledge base is continually refined and expanded.

This book is a must-have reference for any collector of early Lionel production, but it will most certainly capture the attention

of anyone having even a cursory interest in toy trains as a valued American artifact. This is one of those hard-to-put-down volumes, but at 432 information-packed pages, a complete read will almost certainly require multiple sessions—well worth the time! And the future looks promising for Lionel O gauge fans as well because Bruce and a similar team of authoritative collectors are hard at work documenting that far more expansive line in similar fashion.

Greenberg's Guide to Lionel Trains, Standard and 2-7/8" Gauges, 1901-1940 costs \$100.00 plus \$7.00 shipping and is available directly from the author. Each volume is autographed. To order call Bruce Greenberg at 703-461-6991 with your credit card information handy or send a check for \$107.00 to Brinkmann Publishing LLC, 5233 Bessley Place, Alexandria, Virginia 22304. —Allan

New Location and Date for

Annapolis Elks Lodge Train Show

Presented by WB&A Chapter of TCA

Sunday, March 20, 2016

9:00 AM To 3:00 PM

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For information, Contact Bob Ferguson
(leafman65@gmail.com) or Dave Eadie
(dbeadie@verizon.net)

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- Train Repairs and Parts
- Door Prizes
- Free Parking
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- Free Train Appraisals
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- Delicious food provided for breakfast and lunch



The WB&A board is planning a train excursion on the recently refurbished Norfolk and Western 611 4-8-4 J next year, most likely at the Manassas Railfest in June, 2016. As soon as we have a firm date, all will be notified. If you are interested in joining us and have not as yet signed up, please contact Dave Eadie at dbeadie@verizon.net or call (703) 451-4149.