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Robert Heine

Skip Lee

William (Bill) Moss

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"The Trolley" The Official WB&A Newsletter



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

Message from your WB&A Board

2018 is off to a great start for the WB&A. The February 25 Annapolis Meet was very successful thanks to Skip Lee and his committee. All tables were sold, and we had great public attendance. You will find an article about the meet in this Trolley with photos and additional pictures and videos are available on our Facebook page: (www.facebook.com/wba.chaptertca)

There are several upcoming events starting with York in April. We hope you will stop by the membership table in the Silver Hall just to say hello while you are there. It's a good opportunity to see the 2018 drawing item. MTH Imperial Allegheny 2-6-6-6 Steam Engine and tender plus 5 cars and caboose will be on display with tickets for sale. You can also pay your dues if you haven't done so yet and pick up flyers for our other upcoming events in June.

June will be busy for us starting with the General Business Meeting Saturday June 2 at the Sharon Lodge in McLean VA. Check the Mark Your Calendars page for detailed information on that. It is important that members attend if possible because we need and value your input for future plans. Several future club activities will be discussed, and we need enough members present to have a quorum to conduct the business portion of the meeting. Hope you will make plans to attend. Coffee and donuts and a light lunch will be served.

A Joint Meet will be held with CMACC – the local Die Cast Toy Car Club on June 9 at the Vienna Firehouse. This is a new venture for both clubs to promote "cross hobby" interest. Several of our members are also car club members so it makes sense to join forces for a show. A flyer and table request form are in this Trolley. Please note that tables are somewhat limited due to the 2 clubs working together each will get half of the tables so please reserve early if you are interested.

The BOD will be establishing a Nominating Committee soon for the upcoming election for BOD positions. The current openings are: President (you must have previously or currently serve on the BOD) this position would be elected with a term ending December 2019. There are three BOD positions that will be up for the November election with terms expiring at the end of (*Cont'd on Page 2*)



Treasurer's Report as of Mar. 1, 2018

By Tom Salen

The Chapter's financial activities for January 1, 2018-March 1, 2018 are summarized below. If you have any other questions or comments feel free to contact me at 703-242-7839 or strsalen@verizon.net.

Check Book Balance – Jan. 1, 2018 \$31,759.88
Check Book Balance - Mar. 1, 2018 \$31,392.16

Significant Activities January 1, 2018 thru March 1, 2018

	Expenses	Revenue
Annapolis Show 2018	2437	3455
Membership Dues 2017	290	3564
Membership Dues 2018	210	1545
Vienna Show 2018	186	1255
Newsletter 2018	244	
Mini Meets		
Kids Korner		
Web Site/Facebook	300	
Train Set for Drawing	857	180
Miscellaneous Income		
Miscellaneous Expenses	761	

(Board Report Cont'd) 2020. Please let any BOD member know if you would be willing to serve on the BOD as we would like to have your input and help in planning for the future.

Thank you for being part of WB&A and participating in our club's activities.



TOP TEN WB&A BENEFITS

- 1 Fun and Fellowship with your Train Friends
- 2 Wealth of information available from other collectors, operators and layout builders.
- 3 A wonderful opportunity to participate at the local level in the world's greatest hobby.
- 4 Free admission to local WB&A Train Shows. (Show advertised in local newspapers).
- 5 Free admission at Members Only WB&A Swap Meets.
- 6 Receive quarterly the WB&A Newsletter "The Trolley".
- 7 Access to the chapter facebook page- www.facebook.com/wba.chaptertca
- 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.

WB&A Board of Directors Meeting

WB&A CHAPTER – TCA

Saturday, December 9, 2017

Home Susan and Tom Salen -Thanks for hosting the meeting

Meeting Start Time: 9:30 am

Meeting End Time: 12:20 pm

Present

Tom Salen, Bob Heine, John Buxton, Arne Meyrow, Nada Boswell, Dave Eadie

OLD BUSINESS

Secretary's report – The Minutes were distributed and read. There was a motion to accept the minutes made to accept the minutes as written, seconded and unanimously approved.

Treasurer's Report – Tom provided the report. Overall, the club remains in good shape. The Vienna Meet essentially broke even or a slight loss. 2018 dues are coming in, some paid at October York but there are still outstanding unpaid for 2016 and 2017. Mini meets cost \$200 each plus food for breakfast and lunch. Bill and Tom have worked together to keep things in balance for the various incoming funds. The drawing item sales have gone well and Eastern has reimbursed costs for Kids Korner at York.

A motion to accept the report was made seconded and was unanimously passed.

Membership Report –Tom and Dave presented the membership report. 72 members have paid 2018 members

so far. Approximately 190 have paid 2017. We will continue to work with Eastern and TCA to identify new members in our area and invite them to the Vienna and Annapolis meets. We currently have about 20 members that have not paid 2016 dues and about 50 more that have not paid 2017 so our member list needs to be worked on. We will start with 2016 by comparing to the TCA master list, if no longer a TCA member they will be dropped from WB&A. Next, we will do the same with 2017 to eliminate non TCA members. Once we have accomplished that, we will need to send a letter to request that the past dues be paid. John and Bob will assist with this task and they will meet with Bill to create a letter to the members. We will hold on contacting members for 2018 dues until after April York as quite a few folks will pay there. In the future we need to decide if we should send out a bill in January or just make note in the first Trolley requesting payment and then again in the April issue.

Eastern Report – At October there were 400 paid public as opposed to 600 or so in April. Bob Ferguson has resigned as Eastern Treasurer, Frank Nickles from Upstate New York is now the treasurer. He is experienced at this type of job and will take over.

Member October attendance dropped down to around to 11,000 and quite a few empty tables were visible in some halls. For Saturday many members would like to leave earlier so Dave will bring that up with Eastern Division to see if we can accommodate this request for future meets. Some table holders would really like to drop back to a 2 day meet (with a separate rate) as it was a few years ago or allow early entry for non-table holders on Friday and Saturday. Many folks come as “groups” that have held tables next to each other for many years to allow coverage while they explore the rest of the meet. All issues will need to be addressed with Eastern Division to see if these actions might stop the declining attendance. Difficult decisions to be made since entire TCA membership is getting lower and expenses are rising. May need to close/consolidate number halls but that is up to Eastern.

The website for York will soon be available and members can post and buy items if they wish.

Vienna Meet – Although we broke even, we had poor attendance by the public. Varied responses from table holders [indicated] that some did well [while] others did not. Had several respond to attending as new TCA members, free to military, etc. Do we need to move location, date or do joint with car club that does one a week later than us? A hotel or another location such as a hotel in the Tysons area or something a little farther out in Manassas were suggested. The problem is [that] so much is going on that competes with us in November and December it is difficult for a small show to work. BOD members will look for alternative sites. We do have the Fire Hall reserved for October 28 but need to make a decision soon to be fair to them. Car Club seems willing to share costs and income. It may require rental of tables depending on response from both clubs but the hall can hold more that we had at the last meet.

Annapolis Meet – Scheduled for 2/25 at the Elks

Lodge, Skip has been working on it and flyers have gone out by email and in The Trolley. Skip is hoping for early setup on Friday afternoon but that could be a last minute decision based on the availability of the space. May consider “early admission” Friday evening. The Elks will provide coffee on Saturday – cost not certain at this point. WB&A will provide doughnuts. Lunch can be purchased from the Elks and table holders will receive a voucher towards the cost. Skip is working on finding a Train Doctor as Allen Crofts cannot attend and he is also trying to find a parts person as Robbie may not be able to participate.

A motion was made to allow up to \$750 for advertising costs, it was seconded and unanimously approved.

The BOD will have a meeting before Annapolis to make sure we have done all that we need to support Skip.

November Maryland Mini Meet – Attendance last November was too low to have a quorum. We had a general discussion of items and counted ballots for the election but other than the election nothing could be voted on and approved. The BOD did an email vote to approve the donation to VMT to help them recover from a fire that destroyed many of their items. All other non-critical items were then deferred to the next full BOD meeting. It was agreed that we need to find a new location for the next meet as the space at Marley Station does not work for a meeting and the kitchen area is not really appropriate for serving breakfast and lunch. John will investigate other possibilities for the meeting.

Website, Facebook – Once again the Website is an issue. The old one cannot be updated and the newer one has not been updated in over a year. Do we really need a website? Last one cost \$4000 to set up and is not current or very informative in any way. A motion was made to kill both sites, it was seconded and approved. Tom will investigate how to do this and see if we may want to maintain the domain name if we can get someone to create and, with BOD input for updates, maintain the site. Cost could be an issue but we do have sufficient funds if it can be done reasonably.

Sarah continues to do a great job with Facebook but again she needs updates and input from the BOD and members for photos, etc. as she is not a WB&A member.

Facebook Groups - John Buxton advised us of a group on Facebook that you can use as a “stealth member” by having WB&A as a friend. He will provide more information, but you must be a Facebook user to access.

Election – although we are quite a way from this we need to consider that this year we must mail ballots. Putting the resumes in the Trolley is fine to save postage but we had very few members actually vote without having received a paper ballot by mail.

Remembrances, etc. – A motion was made to send a \$300 gift certificate to Colleen for her many years on the BOD. It was seconded and approved.

The possibility of a brick at NTTM or a plaque at Kids Korner in memory of Pete Jackson was discussed. This was deferred to the next BOD meeting to give time to explore the availability of a plaque and cost for such.

A motion was made, seconded to adjourn the meeting

and unanimously approved, the meeting adjourned at 12:20

Western Railway of Alabama Update

In the last issue of *The Trolley*, I published a short article about my railfanning in the Georgia-South Carolina area. Dr. Joseph Lechner sent me the following information about the Western Railway of Alabama and the Atlanta & West Point RR:

As I understand it, the Western Railway of Alabama and the Atlanta & West Point RR cooperated closely and used the trademark "The West Point Route" for their combined service. Central of Georgia (until 1944) and Atlantic Coast Line were major stockholders.

The "West Point" in the slogan referred to a bend in the Chattahoochee River on the AL-GA line, and not the US Military Academy in NY. WRofA originally ran from West Point to Montgomery AL; it was later extended farther west to Selma AL. Through mergers the whole system eventually ended up part of Seaboard Coast Line and most recently CSX.

Membership Moments by Bill Moss

We had a great February show at the Annapolis Elks Lodge on February 25. We received many compliments about the show at the Membership Table and gained 9 new members because of their experience at the show. We also added 2 new members before the Annapolis show for a total of 11 new members this year.

As we move toward Spring we have several changes to our membership. Unfortunately some members have passed away and others have moved. However, counting the 11 new members, we now have a total of 291 members on our membership list. Of these members, 219 have paid their 2017 dues and 127 have paid their 2018 dues.

We want you to continue your membership and enjoy the benefits of the WB&A. This can be done by using the RENEWAL FORM found in this issue of the Trolley or by paying your dues at the April York Show. The 2017 dues are \$18.00 and the 2018 dues are \$15.00. After the York Show we will contact the members with outstanding 2017 dues to determine who would like to continue their membership before removing them from our membership list. I hope to see you at York.

Annapolis Train Show a HUGE Success!

Skip Lee

By all indications, the 2018 WB&A Chapter Annual Train Show held in the Annapolis area was a considered a huge success. Whether you look at vendor feedback, sales, general public attendance, new memberships, or the number of pictures taken around the National Trackers operating display, all indications are that regardless of who you were, you enjoyed the show.

With a strong social media presence, massive e-mail advertisement, and inclusion in the Baltimore Sun and Annapolis Capital newspapers, the word got out and the people came. We have WB&A members in line at 9:00am

and guest lined up out the door at 9:45am waiting to get in. There was such a positive buzz all day long and Dan Danielson summed it up best when he shared that "people were just so dang happy to be here today. Everybody's having a great time." A great time, to be sure. Whether you were looking for that one elusive item for your collection or standing around the Tracker's display watching the three mainlines go by, there was absolutely something for everyone.

New this year were two very successful additions. We elevated one entire side of the Tracker's Display so that kids didn't need to be held by their parents to see the trains. Dave Sealing commented that he had never seen such concentration on the faces of little ones as he did that day. Being able to sit and stare at the trains rounding the layout really created a much different perspective for the kids and the Trackers. He said they had never been asked so many questions about train in his entire career. Everybody had questions - the little kids and the big kids.

The second addition came in the form of a very generous donation by our very own Bob Gray who graciously donated a beautifully detailed N Scale display for a Silent Auction. Anyone entering the Train Show was able to submit a bid for the display. The proceeds of the auction went directly to the Chapter! Thank you very much Bob for not only your donation but for growing our hobby and assisting so many people better understand the potential of what can be in model railroading. Furthermore, we offered members the opportunity to attend our show on Saturday evening before the doors opened to the public. While attendance was understandably low, those who did attend expressed their sincere appreciation for having the opportunity to attend the show when they did.

Special thanks goes out to Robbie Schroeder for serving as out "Parts Guy" and to Dan Danielson for being our "Train Doctor." The good doctor saw 43 "patients" through the course of the day and even took four additional "patients" home with him to provide advanced servicing. These two gentlemen bring such value added to the show event not to mention Dan's appraisals. When the general public come through the doors with their arms filled with a family heirloom, it takes a real expert to let that family know whether they have a full retirement savings or a paper-weight in their arms. Dan tells them the truth and such a polite and respectful manner. Thank you Dan and Hope for all you bring to the chapter.

Also to be recognized is Bill Moss, our membership chairman, who not only supported our current members with bringing their memberships up to date but he and Dave Eadie recruited and signed up 10 more members right there at the show. The membership booth served double duty as also the raffle station for our 2018 Train Set - it's a beauty! Please see the pictures in the Trolley for yourself!

To close, it is a pleasure to be your Show Chairman. Thank you everyone who came out Saturday to assist with with transition from a Salt water Fishing Expo to setting up for a Train Show. Without you, none of our early successes would have been possible. We hope to see as many of you in Vienna in the fall and again next year at the Elks Lodge on February 24th. Mark your calendars now!

Pictures follow on the next page.



Historian's Corner

March, 2018

How many of you are aware that the TCA website has a huge trainload of information? The current Main TCA PAGE has information about using online voting, Junior Membership, Heritage Membership, and links to the six areas of interest. These include the National Toy Train Museum and Library, Information for TCA Members, the TCA e*Train, the TCA x-Change, the TCA TTML (Toy Train Mailing List), and the TCA Convention. What a great resource for all TCA members and for John and Jane Q. Public! Have you ever misplaced your Headquarters News and need to find out where that local meet is? Well, you're in luck!

The National Toy Train Museum and Library ~ Click on this link to find out what's new at the NTTM. There are videos of Trains Moving Around the Layouts, an interview on a December:2017 Today Show, and the Packard Car Club group visit to the NTTM. The 2018 Schedule is posted so that you can determine what days the NTTM will be open for your visit. There is a 2018 Program Schedule so that you can see events that will be taking place this year. And, of course, there's more.

The Information for TCA Members ~ This page has information where you can Find Toy Train Information, Get the Most Out Of Your Membership, See Timely Toy Train Videos, Find the TCA Divisions in Your Area, a Find a Toy Train Event. Towards the bottom of the page there is a section New and of Special Interest where there is up-to-date information about what's happening.

The TCA e*Train ~ If you've never been to the e*Train page then you're in for a treat. This publication renews quarterly in January, April, July, and October. It updates Clem's Primer every April and October and provides updates to popular articles like "Mint Cars" and "6464 Box-Cars". There are hundreds of articles and every edition is archived. Articles range from running layouts, to modern collectibles, and from Postwar to Prewar.

The TCA x-Change ~ This is a great online resource for buying, selling, and trading your trains and accessories. Each member can post up to 100 Buy, Sell, Trade and Miscellaneous Ads. Of these 12 Buy, Sell, Trade and 1 Miscellaneous Ad can be posted into the National Headquarters News, when the correct boxes are checked. (This author has posted and sold many trains!)

The TCA TTML (Toy Train Mailing List) where you can ask a question and get a real-time response. This Yahoo Group shares information about repairs, where to find items, and those seeking information about something that they have found. You will also get "in Railroad History" which adds a daily bit of history authored by Dr. Joe Lechner. Today's Hot Topics include York Registration, TMCC question, February 12 in Railroad History, and Williams QSI and TruBlast.

And **the TCA Convention** ~ Here is information about the

upcoming convention. The 64th National TCA Convention is being hosted June 23-July1, in Warwick, RI by the NETCA Division. There are tours, trading pits, home tours, a Welcome Party, and a Banquet. If you've never been to a convention this one is going to be good. This is the fifth in the NETCA area. Previous conventions include 1963 Motel 128: Dedham, MA; 1978 NorthEast Trade Center: Boston, MA; 1998 Rhode Island Convention Center: Providence, RI; and 2008 Sheraton Burlington: Burlington, VT. Warwick is only 6-7 hours north and has a lot to offer.

Take advantage of the many member benefits of TCA : Train Meets, the Train Collectors Quarterly, the National Headquarters News, TCA e*Train, Collection Insurance, Other Insurance, National Toy Train Library, National Toy Train Museum and Gift Shop. Let your leadership know if you have any questions or need additional information.

There was a convention in 1957 in South Carver, MA. Before NETCA became a division.

Yours in Train-ing!, Carol R. McGinnis, 95-41066, 410-336-8522, Carol.McGinnis74@verizon.net

Congratulations Mike Emmart on winning the 2017 WB&A drawing!

WB&A member Mike Emmart had the winning ticket for last year's drawing of the Lionel Norfolk & Western #1218 Steam engine with six coal hopper cars and caboose. Congratulations Mike !! Be sure to stop by our membership table at York or one of our shows and mini meets to take a chance on this year's drawing of an MTH C&O Imperial 2-6-6-6 Steam engine with 5 freight cars plus a C&O caboose.





**WB&A CHAPTER 2018
MEMBERSHIP NEW APPLICATION**

Please return the following dues with **Self Addressed Stamped Envelope** and a check / money order payable to WB&A
Chapter : **2018 dues are \$15**

Mail to: Bill Moss, 6929 Standish Drive, Hyattsville, MD 20784

Name _____
TCA # _____ WB&A # _____
Address _____ APT # _____
City _____ State _____ Zip Code _____
Phone number _____
E-Mail _____

Train Interest (what do you collect)

Do you have a layout Yes No

Do you plan attending a WB&A event this year yes no

Signature _____

Please contact Bill Moss at 301-322-9080 or trainman027@yahoo.com with any questions



Product Name: MTH RailKing Imperial 2-6-6-6 Allegheny Steam Engine w/Proto-Sound 3.0

Product Catalog: 2017 Volume 2

Product Line: MTH RailKing Imperial (runs on O-31 track)

Product Item Number: 30-1729-1

Set Value: \$1,100.00

Roadname: Chesapeake & Ohio

Set Features: C&O 2-6-6-6 Allegheny Steam Engine (Cab No. 1604), (2) WM Hopper cars w/ coal loads, (1) C&O 4 bay Hopper car w/ coal load, (1) B&O Tank car, (1) N&W Gondola w/ junk load and (1) C&O Offset Steel Caboose.

**Send a check to the WB&A Treasurer,
Tom Salen,
112 Fardale St. SE,
Vienna, VA 22180**

Your Tickets will be mailed to you.

(1 for \$5 or 6 for \$25)

Only 500 Tickets are being sold.

Drawing to be held in January, 2019



View from the Observation Car By George Tsakiris

Collector's Nightmare

If you are a typical train collector you've got lots of stuff and most of it is probably in your basement. Now what would be your worst nightmare regarding your collection? How about a basement flood? Yikes! Well it happened to me; here is my tale of woe and then relief.

I've been collecting O scale trains for 13 years and standard gauge for about three years and own over 40 engines. My latest acquisition is a reproduction Lionel Electric Trains 392 steam engine. This 392 is my pride and joy.



Lionel Electric Trains (MTH) 392 with Protosound 3.0

There is a modest O gauge layout on a table and a standard gauge "carpet layout" in the basement recreation room. The room was getting prepared for shelving and a layout expansion. There are trains, scenery, buildings, track, etc. under the table, on the floor, in plastic tubs, or boxes. The recreation room also doubles as my office and music center with hundreds of LPs (don't laugh, LPs are making a comeback).

So, during the big freeze this past January I was on a business trip heading north to Syracuse N.Y. on Amtrak. The route is the old "water level route" of the New York Central. It was snowing but the speeding train kept going while it created plumes of blown snow. Beautiful and relaxing. What could go wrong?

My wife Liz calls and says, "you're not going to like this call....!" The basement was flooding due to two broken pipes (see the photo of one of the culprits). Oh, and the water is pouring directly onto my 392 steam engine and four 200-series freight cars. Did I mention she doesn't know how to shut off the water?

After a few futile minutes I called my neighbor Sean who grabbed another



One of two broken pipes

neighbor, Kyle and they came over to shut off the water. What happened next makes you believe in humanity again.

My wife and son were grabbing everything on the floor and bringing them to safety. My neighbors each brought over large shop vacs and started vacuuming up the water for the next three hours. The floor being a mixture of tile and carpeting, they also brought over an industrial-sized fan to help dry off the rug. My son Elias continued working on the floor for a total of six hours.

The next day, my contractor came over and made initial repairs and found the source of the problem, a small opening in the sill allowing freezing air to enter in one spot.

Five days later, I came home from my business trip and called the insurance company to make a claim. They were great to work with and even covered damage to my trains. Repairs have been made, and work done to prevent an event like this from reoccurring.

In the end most of the damage was to the room and minimal damage to the trains and associated stuff. Having items on the layout, in plastic boxes, or original Styrofoam helped prevent many items from being soaked.

I was relieved because, the flood, above 3" at its peak, was caught within an hour of leaking, and because family and neighbors all pitched in to make a bad situation from getting worse.

Come Spring I'm having all the folks that helped over for

Ron Morris

Ronald (Ron) Stanley Morris, 90, of Spring Township, passed away peacefully on December 31st surrounded by family while a patient at the Reading Hospital.

Ron was born in Chicago Illinois to Stanley and Irene Morris on February 27th, 1927. He went to school at Austin High School Chicago, and was a graduate of the Illinois Institute of Technology, Chicago. He had the honor of serving in the US Navy. He married his beloved wife Agnes Nash on July 5th in Reading Pennsylvania, who preceded him in death in 2014. Ron worked as an Electrical Engineer for Western Electric (AT&T) in Reading until his retirement. In his years after retirement he happily served the Train Collectors Association in Stroudsburg PA, in various functions.

Ron is survived by his 3 children: Deborah Morris of Weehawken, NJ; Susan Snook of Shillington, PA and Bruce Morris of Greenville, SC along with seven grandchildren and 2 great-Grand Children.

[Obituary taken from obitree.com]

LOOKING FOR NEW MEMBERS

If you know a TCA member in our area who is not a WB&A member, invite them to attend the Annapolis Show or the York Spring Meet.

If they join the WB&A, you will be entered into a drawing for a \$100.00 gift certificate.

Reprinted from the METCA Newsletter with permission.

From Pittsburgh to DC

By John Panchery, METCA

While attending my first TCA National Convention in Pittsburgh, as an "O" gauge operator, I was exposed to the world of Standard and Garden gauge trains and the history of tinsplate. Several people, including our president, Kevin Quinn, told me to make sure I see the Standard gauge display in the ballroom and talk to Clem (Richard "Clem" Clement, don't ask for Richard, nobody will know who you are talking about). Clem is a serious collector of various gauge trains, and we were fortunate to see some of his stunning Standard gauge Tinsplate collection running at the convention. Clem, a former president of TCA, is a pleasure to talk with about our great hobby of model trains. He has a plethora of knowledge, and enjoys talking about his lifelong hobby just as much as he does running his trains.

In the course of our conversation, we discussed that Clem and about 25 other volunteers from the National Christmas Tree Railroad train club construct the train layouts around the grounds of the National Christmas Tree in the Ellipse section of President's Park, located in the shadows of the Whitehouse in Washington DC. Clem refers to it as the "Center of Power", with the Washington Monument on one side, the Whitehouse on the other, Regan National Airport in the near distance and their trains right smack in the middle". Clem is 80 years young with the enthusiasm of a 20 year old. He not only is a train collector and operator, he also tinkers with restoring old classic cars. He doesn't sit still for a minute.

At the TCA Convention Clem said to me "why don't you come down, it's a lot of fun". Well, I was sold! A chance to help build the trains running for our first family and all of America to enjoy, I'm there! I returned home and immediately booked my stay in DC to ensure I would be there for the event which is usually the weekend after Thanksgiving starting on Friday rain or shine. My wife Susan, was equally excited about this unique opportunity, and agreed to be my co-pilot for the trip. Clem had told me some horror stories about the team having to build the layouts in pouring rain and freezing cold temperatures. I was certainly concerned about this as I didn't want the weather to ruin such a happy occasion.

We were blessed with beautiful blue skies with temperatures around 60 degrees. When we arrived I was warmly greeted by the members of the club and Clem was especially gracious thanking us for making the trip from NJ to help with the setup. When completed, trains circle the tree with bridges stretching the circle beyond the tree. In addition, there are two layouts around the outer perimeter of the grounds that form the circle of the Ellipse and several more constructed on wooden

bases in between them. On Friday of Thanksgiving weekend, most of the heavy lifting occurs, track, trains and wooden bases are all delivered from their storage facility to the area near the tree by an outside contractor. The track sections are mounted on about 7 or 8 long wooden dollies similar to what you might see at a Home Depot or Lowe's to carry long pieces of wood. Several large green National RR carts, made by the volunteers, are also brought in that contain houses, power boxes, transformers, miniature cars, tractors, etc. for the scenery. In addition, a large shed is trucked in and unloaded near the display that contains the actual engines and rolling stock for the displays. The display is "Huuuuuge" (thanks Mr. President ?) and definitely worth stopping by if you are in the area.

To maintain the display, a detailed schedule is produced and one volunteer returns each morning and evening to turn on and off the trains for the day as well as perform any needed maintenance. I was disturbed to hear that the contractor that moves and stores everything that is needed for the display would like to institute a charge for these services that is well beyond the budget of the train club. The area is maintained by the National Park Service, and one could only hope that the train display survives for many years to come and a solution is found for the funding. Perhaps the National Park Service can include the financing in their budget. Let's keep our fingers crossed.

This is the club's 24th year of a 25 year commitment. Over the years, the area of the display has changed. It is based on the wishes of the current President and other factors regarding usage of the space. Clem tells me at one time there was a fire pit with a yule log with 3 or 4 foot logs that burned 24/7. People could be seen roasting marshmallows and keeping warm. Also in the past were visits by Santa, (lost in budget cuts) and reindeer on display that were discontinued due to concerns by P.E.T.A. However, it is still something to see and you can't beat the location.

Clem was right, it was a LOT of fun, but it is hard work done by a group of very dedicated individuals who get nothing more than an occasional pat on the back. By the time President Trump lights the tree, which is usually the Thursday after the weekend setup, this great group of volunteers are long gone. Except for maybe a couple of people, most do not get to wallow in the glitz of the ceremony. I'm talking about a big production with many tents and steel structures erected for the ceremony, TV camera crews, VIPs, Secret Service, and entertainment.

While in DC at holiday time, also plan on seeing the free G gauge train display located at the U.S. Botanic Garden located across the street from the Capitol Building. The trains chug through imaginative structures created with more than 70 different types of plant materials.

Since 2004, the Garden has collaborated with Paul Busse and his firm, Applied Imagination, to create the plant based sculptures. The theme of the Garden changes every year.

The following is the background of the train club extracted from their website at: www.nctrr.com

In 1993, a Washington D.C. area modular train club, the National Capital Tinplate Trackers (now known as the National Capital Trackers) was asked by the Smithsonian Institution's Museum of American History to exhibit a model train display over the Christmas holidays.

Their President, Bill Buschmeier, while driving back and forth to the Smithsonian each day, went by the National Christmas Tree. In doing so, he recalled memories

from several years back when his children were young and he took his family to the National Christmas Tree. His kids were bored with the tree but enjoyed the reindeer from a local petting zoo. The idea then occurred to him that it would be nice to have a train running around the base of the National Christmas Tree. When the Smithsonian display was over, he started to pursue that goal. He contacted the White House, which in turn sent him to the National Park Service, which in turn sent him to the Pageant of Peace the organization which put together the event. Bill presented a written proposal and it was accepted.

Bill Buschmeier now needed the resources to execute the plan. After several failed attempts to locate sponsors, Bill contacted Bill Frank of Aristocraft Trains. Bill Frank was very enthusiastic about it and he requested approval from Mr. Louis Polk, the owner of Aristocraft Trains. Mr. Polk agreed to supply all the track, trains, transformers, buildings and parts as long as the labor was done by volunteers.

Bill Frank contacted a few of his friends, Bill Spanarelli and Jim Grummons who agreed to help. Bill Buschmeier then contacted several members of his "O" gauge train club, the National Capital Trackers, and John Zampino and Carl Condon volunteered to help out. This formed the nucleus of the initial group who put on the first display around the National Christmas Tree in December, 1994. Over the next dozen plus years, Bill Frank served as the major force behind the exhibit until turning the reins over to John Zampino in 2008.

Under the current leadership of John Zampino, the organization and structure continues. The National Christmas Tree Railroad is now incorporated as a 501(c)(3) tax exempt corporation and has secured a number of corporate sponsors who provide a secure financial base for future displays. The group works closely with the National Park Service in coordinating the display each year. They also hold off-season meetings and work groups where new ideas are discussed and goals are established for the upcoming year.

New members are welcome but be forewarned that belonging to this organization involves a serious commitment of time, effort and dedication to its goal of providing a first class model railroad display around the National Christmas Tree.

Tax free donations to the display are appreciated and if you wish to become a part of the organization contact

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 Jul.-Sep. 2018 TROLLEY
June 10, 2018**

Woody's Train Restoration & Repair offers professional repair and restoration services for post war Lionel trains. We specialize in steam locomotives and tenders. We have the ability to repaint and rubber stamp locomotive cab numbers. We have full repair shop and can rebuild smoke units, e-units, repair whistles and rewire your locomotive to almost new. We just recently added a Lionel press and can change out broken diesel and steamer wheels and perform various other repairs. If your train needs some TLC just e-mail us

(deutsche_marine@hotmail.com) with your needs and we most likely can help you. (Here is a sample Woody has restored back to greatness.)



WB&A Board of Directors Meeting

When: April 14, 2018

Where: John Buxton's home
2068 Proctor Lane
Parkville, MD 21234

Time: 10:00 a.m.-1:00 p.m.

Come and join the WB&A Board of Directors
Agenda: Officer reports, Eastern
Division report, Upcoming
Events, Open Discussion.

Members are welcome as guests



THANK YOU BOB GRAY!

Member Robert (Bob) Gray brought his 'N' Scale 7 foot Layout to the Annapolis Show and offered it to the WB&A Chapter for a silent auction. Bob built along with his grandson over a ten-year period. It includes a main line and several sidings, an industrial area, a mountainous area, a winding river with several train bridges and highly detailed scenery throughout. He built many intricately detailed structures that are absolutely stunning. Overall, it is a great operating layout that everyone marveled at as they watched it in action.



Once Bob and his wife decided that they no longer needed the layout in the spare bedroom (he's moved up to a larger scale), he generously offered it to WB&A Chapter to be sold at a silent auction with



the proceeds benefitting the club. Charles (Chick) Keenan and his granddaughter submitted the winning bid on the layout. Chick is a long-time member of the National Capital Trackers and plans to use the layout at events when the Trackers are operating so that may see

the small scale and the potential possibilities for a lot of action in a relatively small space. Thank you, Chick, for your bid and enjoy your new treasure!

Many thanks to Bob for his generous donation of such a wonderful layout.



The father of our **Children's Door Prize Winner** collecting the door prize for his daughter, Kaelyn.

When the dad got home, the kids were so excited! Of course, dad set it up immediately and gave everyone a turn controlling the train. They even got the smoke going. The family is very happy and said they'd see us next year for sure.



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Paul V. Pullen
RM 20887

Rebuilding a Whistle Tender

Over the 40 years I have been doing minor and major overhauls of prewar and postwar Lionel engines, I have never had to do a rebuild on a Lionel whistle tender. Maybe I've been lucky, but I have only had to work on two in all these years, and both of them belonged to me. However, these two displayed completely different problems.

On the first, no matter what I did, the bearing on the whistle side would spin with the armature, and the only way I could stop it from dragging down the spin of the armature was to put a spot of epoxy on the bearing to hold it in place. There just did not seem to be enough "friction" to keep it stable when I tried to have the tender whistle. Once the epoxy set, the engine and tender ran and the whistle sounded with no problems.

The second one has been a complete surprise to me. When I tried to get the tender to whistle, I couldn't hear the whistle relay pull in. I tried to connect directly to the whistle motor to see if it would turn. No such luck. I carefully un-soldered the field connection and the relay connection from the brush plates and removed the brush plate from the motor. Lo and behold, there were only two brass contacts on the armature. The third one was completely gone. When I removed the whistle from the tender bottom, I realized a previous owner of the engine and tender (259E and 2689W (Photo 1) from 1938) had removed the wire connecting the third rail pickup on the tender to the whistle. Several of the tender tabs were also broken off. I put out a request on the Toy Train Mailing List looking for someone to service Lionel motors who could repair the whistle armature. Dennis Waldron at Just Trains, LLC responded, saying his company had replacement armatures for a 2689W tender. I decided to give it a try myself. I immediately ordered one, as well as an impeller for the whistle.

Because I knew the armature would not come out through the brush plate because the impeller was too large to come out through the field, I asked Dennis how to get the armature out of the whistle. He replied the whistle housing had to be opened so the armature could drop out.

That got me looking at the whistle housing. (Photo 2) It is put together with stakes in eight spots, and I had to figure a



Photo 1



Photo 2



Photo 3



Photo 4

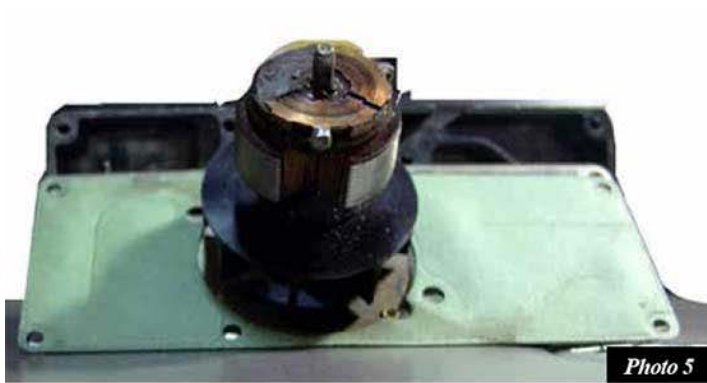


Photo 5



Photo 6



Photo 7



Photo 8

way to get them out. I took a small pair cutters to remove the first pin from the housing. It would move the pin, but not enough to remove it. Next I tried a small pair of diagonal pliers and got them under the head of the pin and was able to move it enough to see about a sixteenth of an inch of space between the pin head and the whistle housing. (Photo 3) My next step was to use a small pry-bar to get the pin out (Photo 4).

Once all eight pins were out, sure enough, the armature dropped out of the whistle housing (Photo 5). While I waited for the replacement parts to arrive, now I had another quandary! How was I going to reassemble the whistle since I do not have the equipment to easily force the pins back in place? The field structure is also in the way to prevent me from using a vice to force the pins back into place. I went into my drawer of assorted screws and figured out a number 4-40 screw would probably work well in the place of the pins. With my



Photo 9

tap wrench and 4-40 tap, I tapped the eight holes (Photo 6). I dropped the new armature into the whistle assembly and re-assembled the whistle. Photo 7 shows the inside of the whistle chamber, and Photo 8 shows the finished whistle. This is probably the first use of a set of Phillips screws in prewar Lionel history (Photo 9). As far as I know, Phillips screws did not show up until they were used to attach plastic bodies on Lionel engines and cars in the postwar era.

This adventure proved to be an interesting trip into repair of another prewar train for me. I hope others who have a similar problem can use this as an instruction sheet on how to repair a whistle in a prewar Lionel train. [PDF](#)

Photographs by Paul Pullen



Toy Train and Diecast Car Show & Sale

Presented by the WB&A Chapter of TCA
and the CMACC Diecast Toy Car Club
Open to the Public

Saturday, June 9th, 2018

9:00 AM To 2:00 PM (8:00 AM for WB&A and CMACC members)

Admission: \$5 (FREE for WB&A and CMACC members, Military/
Guard/Reserves & Children Under 12)

VIENNA FIREHOUSE

400 Center Street South, Vienna, VA 22180

Directions: I-495 to I- 66 West and take the Nutley Street exit northbound towards Vienna. Turn right onto Rt. 123 (Maple Ave. West). Turn right onto Center Street South to Firehouse on the left. Unloading at side entrance to Firehouse. Free parking behind Firehouse

*Come join us for the first Joint Show with the CMACC Diecast Car Club
Trains for sale all gauges including Lionel, MTH, K-line and more*

Door Prizes WB&A Drawing Item will be on display and tickets for sale
Delicious Food provided by Firehouse Auxiliary Plenty of Parking

Table Holders Contact: Nada Boswell at wba.boswell@gmail.com or (571) 445-3662

Make check payable to WB&A Chapter and mail reservation to Nada Boswell, by June 1, 2018. All tables reservation must be made to TCA Member only. (*receive your badges at show*). Tables not occupied by 9:30 am. may be resold. All vendor sellers of reproduction parts, must have a Certificate of Compliance (and must be displayed). No refunds given.

NOTE: Table set-up will be available on Friday, June 8th, from 2 – 6 pm. Otherwise, starting Sat. at 7 am

-----Detach Here-----

VIENNA JOINT FIREHOUSE MEET: June 9th, 2018

Send Reservations to: Number of Tables ____ x \$25.00 (per table) = _____
Nada Boswell Admissions if applicable \$5.00 \$ _____
6548 Alderwood Way Non-WB&A Helper(s): \$5.00 Each \$ _____
Gainesville VA 20155 Total Due: \$ _____

Number of WB&A Members attending (Free Admission): _____

Name: _____ TCA# _____ WB&A# _____

Address: _____ City: _____ ST: _____ ZIP: _____

Day Tele: _____ Eve Tele: _____ E-Mail: _____

Name of Helper(s): _____

I agree to abide by all rules of the Association (TCA), including those of its Divisions, Chapters, and Committees that may be in place from time to time.

Signed _____ Date: _____



Upcoming Events

Apr. 14, 2018	NVMR, Historic Vienna Train Depot, 1-5
Apr. 18, 2018	National Toy Train Museum Open House
Apr. 19-21, 2018	Eastern Division York Spring Meet
Apr. 18, 2018	National Toy Train Museum Open House
Apr. 19-21, 2018	Eastern Division York Spring Meet
May 26-27, 2018	NVMR, Historic Vienna Train Depot, 1-5
Jun. 2, 2018	WB&A General Business Meeting
Jun. 9, 2018	WB&A and CMACC Joint Meet
July 14, 2018	NVMR, Historic Vienna Train Depot, 1-5
Sept. 15, 2018	NVMR, Historic Vienna Train Depot, 1-5
Oct. 13, 2018	NVMR, Historic Vienna Train Depot, 1-5
Oct. 17, 2018	National Toy Train Museum Open House
Oct. 18-20, 2018	Eastern Division York Fall Meet
Nov. 17, 2018	NVMR, Historic Vienna Train Depot, 1-5
Nov. 26, 2018	NVMR, Historic Vienna Train Depot, 1-5



Look who just joined WB&A!!!

Anna Baker	Ellicott City, MD
Larry Brown	Owings, MD
Michael Emmart	Mechanicsville, MD
Chris Gale	Fallston, MD
Charles Gildehaus	Alexandria, VA
Greg McCormack	Ellicott City, MD
Kevin Napier	Edgewater, MD
Eugene J. Nash, Jr.	Annapolis, MD
Tim Ramsey	Linthicum, MD
Brian Taschenberger	Crofton, MD
Charles Vernon	Severn, MD



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MARK YOUR CALENDARS

General Business Meeting

June 2, 2018

Sharon Lodge
999 Balls Hill Road
McLean, VA

9:00 AM To 1:00 PM

Plenty of fun including:

- Mini-meet with free tables.
- 2018 Drawing item on display and tickets available.
- Free Parking
- Coffee and donuts.
- Free Train Appraisals
- Lunch provided after the meeting.

For information, Contact Nada Boswell (WBA.boswell@gmail.com)

Borrowed from the National Headquarters News



RIDE THE RAILS TO THE
**64TH TCA NATIONAL
CONVENTION**



WARWICK, RHODE ISLAND
JUNE 23 TO JULY 1, 2018