

# Vol. 20 No. 1

Jan.-Mar. 2019

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## WB&A Board of Directors

### Officers:

President:

Vice Pres: Arnold (Arne) Meyrow

Treasurer: Tom Salen

Secretary: Nada Boswell

Past President: Colleen Hall

### Directors:

Michael Ackerman

John Buxton

Bob Gray

Robert Heine

Skip Lee

William (Bill) Moss

### Eastern Division Representative:

David Eadie

### Key Contacts:

**Secretary:** Phone: 571-445-3662

E:Mail: [WBA.boswell@gmail.com](mailto:WBA.boswell@gmail.com)

**Membership:** Phone: 301-322-9080

### Train Shows:

Annapolis: 443-618-6866

Virginia: 571-445-3662

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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

We are pleased to welcome our new board member, Michael Ackerman who recently retired, and has been active in TCA and WB&A. We thank Michael for stepping up and joining the board. This past year has been a busy one and we look forward to having Michael on the board.

The Annapolis Train Show last February was a resounding success. Every available table was taken. The National Capitol Trackers provided a masterful O gauge layout to the delight of the large public turnout. What makes this show special is the many families with small children who attend. Each year we have a child door prize consisting of a train starter set. We also have an ever increasing number of WB&A and TCA members attending. Thanks to Skip Lee and the many who help make this show happen, We look forward to the Annapolis Show at the Annapolis Elks Lodge on February 24th, 2019 show to be even better.

For those who joined us on August 25th for the BaySox minor league baseball game at the Prince George's stadium and those who couldn't, we plan to make this an annual summer event. Thanks to Bill Moss and Bob Gray for organizing this outing. We also had a great turnout for the Walkersville Southern Railroad train ride on September 29 with over 40 members and family joining us for the hour and half ride through the Maryland countryside. Much effort when into putting together this outing and we thank Nada Boswell for spearheading this trip. WB&A club members also participated in the Toy Train Operating Society (TTOS) annual Convention held this year in Tyson Corner, VA at the Sheridan Hotel on August 3rd and 4th.

Our annual Vienna Firehouse Show on Saturday October 6, 2018 was a disappointment. We were unable to fill all the tables this year and had a very poor public attendance. Although the firehouse has provided us with all the amenities one could ask for these past four years, the lack of parking, the difficulty of traversing the elevator to get to the second floor, and the many restrictions imposed on signage by the town of Vienna, the board has decided to look for other locations. If you would like to assist us in this effort, please contact one of our board members.

We did have a good member turnout, tables for selling trains to the public, and rides on vintage trolleys for the November mini meet held at the Baltimore Streetcar Museum. A special observation for the 100th anniversary of Armistice Day was made at 11:11 AM. (see pictures enclosed)



## Treasurer's Report as of

By Tom Salen

The Chapter's financial activities for Jan. 1, 2018-Dec. 9, 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 - Dec. 9, 2018       \$30,418.18

Significant Activities Jan. 1, 2018 thru Dec. 9, 2018

	Expenses	Revenue
Annapolis Show 2018	2437	3455
Annapolis Show 2019		175
Vienna Show 2018	949	1021
Walkersville Southern Trip	340	150
Bowie Baysox Ball Game	132	
Membership Dues 2017	290	3870
Membership Dues 2018	428	3060
Membership Dues 2019		1380
Newsletter 2018	910	
Mini Meets	808	
Kids Korner	405	405
Web Site/Facebook	1791	
Train Set for Drawing	857	1105
Election 2018	412	
Miscellaneous Expenses	1582	

Lastly, thanks to all you voted in the 2018 elections. We had a record number of ballots this year. Thank you all for taking the time to vote. Bill Moss, Skip Lee and Michael Ackerman were elected as WB&A board directors. Dave Eadie was elected as your WB&A representative to the Eastern Division board.

As you know, this newsletter is our main medium we use to reach out to all our members and particularly those who are no longer able to join us at our club's functions. Paul Pullen, our Trolley newsletter editor, is always looking for articles and pictures. If you have a story to tell or pictures of your layout or visited an interesting place, please do contact Paul at pullenp@gmail.com.

We wish you all a safe and Happy Holidays and hope to see you at one of our events in 2019. Thanks again for being part of WB&A .



## 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](http://www.facebook.com/wba.chaptertca) And Webpage: <http://www.wba-tca-eastern.org>
- 8 Share in the excitement of the Toy Train Hobby.
- 9 Serving as a committee member or officer at the local level is very rewarding.
- 10 Buy, Sell, Trade with local train enthusiasts.

### WB&A Board of Directors Meeting

WB&A CHAPTER – TCA  
General Business Meeting  
June 2, 2018

Chapter Vice President Arne Meyrow called the meeting to Order at 9:45. There was a Quorum present for the meeting to continue.

#### Old Business

**Secretary's Report** – Nada Boswell distributed the June 4, 2017 General Business Minutes for review and discussion. There was a motion to accept the minutes as written, it was seconded and unanimously approved.

**Treasurer's Report** – Treasurer Tom Salen provided the Treasurer's Report. The Club is in good financial shape at this time. Line items were discussed. The Annapolis Meet did very well this year. Thanks to Skip, Bob Ferguson and Dave Eadie for their work and making arrangements with the Elks Lodge and advertising to draw a good crowd from the public. Bob Gray has taken over working on the Web-site, we are obligated to pay an annual fee and Bob has already made progress to make the site more valuable to our members. Kids Korner at York expenses are reimbursed to us up to \$500 per year which shows on the report.

**Membership Report** – Bill Moss provided the membership report. There are 269 on the list but a good number have not paid for 2017 and 2018. Letters are set to go out after this meeting to all that have not paid current and past

dues. 2019 stickers will be in soon and will be available at Vienna and at York since a lot of members pay at those events. Going forward letters will go out after April York to any members not current on dues. We are now tracking through the TCA List any members that may have moved away or dropped out of TCA to help us keep a closer tab on any changes needed.

John Buxton suggested we could perhaps change to make it easier for long term members – life membership, etc. but our By-Laws don't address how we can do this properly, more research will be needed to see if it might be possible.

**Eastern Report** – Dave Eadie reported that York attendance in April was 10,400 however that may not be the final number. Open to the public showed between 500-600 paid admissions. Prior April 100 folks joined TCA at the show. Advertising has been done for the Public Halls within a 100 mile radius to try to draw more attendees. Dealers such as Lionel, MTH etc have been doing more to attract their client base.

The new treasurer, Frank Nichols, is very experienced and is working to get track of the funds, save money by organizing and eliminating waste. Costs for Security and Emergency Staff have risen dramatically so everything needs to be considered.

Eastern is thinking about a possibly hosting a National Convention in York in around 5 years or so. All is still very preliminary but will be worked on in the coming year.

Eastern does have an updated website and you are encouraged to visit it for the most current information and events.

WB&A handles part of the lost and found at York. Items are turned into the registration desk and any unclaimed at the end of the show WB&A holds for 2 years and then donates any applicable items to charity.

Dan Danielson will be running for Eastern President this fall and all are encouraged to vote.

John Buxton brought up thoughts about the number of days that York operates. Thursdays were added about 10 years ago. Saturdays used to be fairly popular but now that the majority of the members are retired the attendance is down and the vendors really would like to leave earlier, even Friday evening. This might however effect members of the public and Eastern needs to think about the scheduling. More and more vendors in the member halls have been seen packing up early despite the requirement that they stay until the show closes.

#### **New Business Vienna Meet**

The hoped for joint meet with the DieCast Car Club was cancelled due to lack of participation by either group. The October meet is still planned but the challenges of the Fire Hall make it difficult to draw vendors and the public. The parking is limited, that area is always busy with sports, the Farmers Market, the Community Center activities. The people at the Fire Hall have always been great but the challenge of the elevator/steps makes it difficult to continue to use the facility.

We need to reach out to our members to try to find a

new location (and or date later in the year) It can be further out in Virginia or if there is a better venue in Maryland that is close to the Beltway it could be an option. Bill Moss will look into a Legion Hall in Greenbelt but all suggestions are welcome.

#### **Facebook**

Sarah has done a great job keeping our Facebook page updated, please continue to send her information and photos and "like" us there.

#### **General Discussion**

Many thanks to Skip Lee for running another great meet in Annapolis in February, great table sales, very good public attendance. While WB&A does make some money from the shows the main goal is to give a place for our members and other vendors to make sales. WB&A is a Non-profit organization whose goal is to serve our members and the train community with opportunities to participate and grow the hobby. Plans are already underway for next February.

Possible outings for members and family were discussed. A Bowie Baysox game, a trip on the Walkersville Southern Railroad, Steam into History in New Freedom PA, were brought up and will be explored by BOD members. There may be a bus trip scheduled in December for a visit to the National Christmas Tree, the Botanical Gardens, etc. Clem Clement will advise of the dates, etc. This may be the last year for the this event due to cutbacks in funding from the Park Service.

Clem's Primer has been take over now by Carol McGinnis, thanks Clem for all your years of work on this and the valuable information you have provided to all of us. Standards committee continues to works on the exact meaning of "operational" and other terms used in grading trains, boxes, etc.

A motion was made to adjourn the meeting, seconded and unanimously approved. The meeting adjourned at 11:30.

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## ***Historian's Corner***

**December, 2018**

Back in January, 1958 (60 years ago) the Train Collectors Quarterly had an article about "Tinplate Trains in Various Publications." These included:

- **STEEL HORIZONS.** This publication was put out by Allegheny-Ludlum Steel Corporation of Pittsburgh, Pennsylvania. This edition, the Fourth Quarter report from 1957 had a three story about Lionel's Railroad Empire and had both black and white as well as color pictures. There is a picture of Lionel's J.L. and Lawrence Cowan gazing at a GG-1 passenger set along with two 2 7/8" pieces.

- **TIMES HERALD.** This publication is out of Olean, New York and dated April 25, 1957. There is a short column, written by Steve Stanley (TCA CM-60), on the history of model railroads and includes the definition of

tinplate, the actual realism of this older tinplate, and mentions the concepts of scale and gage (gauge).



- **SATURDAY EVENING POST.** The November 23, 1957 edition has a cartoon showing a lady at the toy train counter. The caption reads "The boy is eight and his father is thirty-two!"

Perhaps now is the time for you to write, or draw a cartoon, and submit to your work publications, to the Train Collectors Quarterly, or to the e\*Train. There are so many articles out there that will expand our horizons!

Yours in Train-ing!,  
Carol R. McGinnis,  
TCA# HE95-41066

## *Membership Moments by Bill Moss*

Fellow members, I am pleased to report that since March 1, 2018 we have gained 7 new members. Unfortunately, we have lost a few members who have passed away or moved out of the area. Therefore, our current membership has increased from 233 to 236.

As a result of everyone's efforts to bring our 2018 dues up to date, 211 members have paid their 2018 dues and 70 members have already paid their 2019 dues. You may use the Renewal Application in this Trolley to bring your dues up to date. You may also stop by the Membership Table at our next show in Annapolis in February. I would like to thank everyone who includes a stamped, self-addressed envelope when mailing in your dues.

We encourage all of our members to come out to our shows and planned events. This year the WB&A organized trips to The Bowie Baysox Baseball game in Bowie, MD; a ride on the Walkersville Historic Railroad including a Civil War re-enactment and a WB&A business meeting at the Baltimore Streetcar Museum which included rides on several restored streetcars. We plan to organize more trips such as these in the coming year. If you have any suggestions for WB&A trips please contact any of the WB&A Board members with your suggestions.



## **Eastern Division Report Dave Eadie**

Since my report last summer, there has been a few new developments at Eastern Division. The October, 2018 York Meet was the fourth TCA meet opened to the public giving them access to the Orange and Purple halls along with the Black hall. Of those TCA headquarters reported many joined TCA after seeing the Orange Hall. We also welcomed over 248 TCA member guests who registered to attend the October 2018 meet. We want to remind you to bring as many guests as you want, as there is no limit to the number of "first time" guests you may bring. You'll find the guest form on our website (<https://www.easterntca.com/guest.htm>). Remember, a guest may attend one time and then they are expected to join the TCA to continue attending the York Train Meet and enjoy visiting not just the Dealer halls, but the Member halls, as well. Many guests continue to express their interest in TCA and have now become members. October York proved to be a successful recruiting effort for the TCA as over 60 new members joined.

For those who have attended York, those who have reached the age of 65 and have attended ten consecutive York meets, have been offered a reduced registration fee. This policy has had significant impact on our budget as our membership ages. In just the last meet, the amount of revenue loss amounts to over \$ 34,000. With ever increasing pressure on our expenses, the board has decided to eliminate the senior benefit and apply the \$15 admissions to all members. With this, we should be able to maintain the \$15 fee in the years ahead. This new policy does not affect the disabled admission price.

As a reminder, the Lost and Found will be located in the Registration area in the Silver Hall at the York meets. During the meet for those who have 'lost' something, go to registration; you will be asked to fill out a "lost and found" form. Even if you haven't lost anything, please drop by the WB&A table across from the Registration area, opposite the registration area in the Silver Hall. You can pick up a ticket or two for this year's (2019) drawing item; an MTH Railking Imperial Southern 7 car passenger set with PS-4 Steam engine. Respectively Submitted by,  
Dave Eadie



Photos by Bob Gray





**WB&A CHAPTER 2019  
MEMBERSHIP RENEWAL / NEW APPLICATION**

Please return the following dues with **Self Addressed Stamped Envelope** and a check / money order payable to WB&A Chapter : **2018/2019 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

**Don't miss out on the chance to win the WB&A Drawing for an MTH  
RailKing C&O #1604 2-6-6-6 Allegheny (O-31)  
Steam Engine with 6 N&W Coal Hopper Cars and Caboose.**



Product Name: MTH RailKing Imperial 2-6-6-6 Allegheny Steam Engine w/Proto-Sound 3.0  
Product Catalog: 2017  
Product Line: MTH RailKing Imperial  
Product Item #: 1604-1 (O-31 track)  
Set #: 1604-1  
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) N&W Gondola w/ junk load and (1) C&O Offset Steel Caboose.

**Drawing to be done in January, 2019  
Winner will be notified!**

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*

### Festival of Trains

Back about 14 years ago while in my early 50s I got back into the toy train hobby partially for my eight-year-old son who loves trains and partially for myself. Like many others, first exposure to toy trains was with a Lionel set under the Christmas tree.

What really helped me re-enter the hobby was joining a train club. As readers of this column know, I am a member of the National Capital Trackers (NCT). There are knowledgeable club members who became friends and helped with technical know-how, help building a module or layout, and general train wisdom. Just as important is promoting this great hobby to the public.

A great example is the Festival of Trains Show on Kent Island, MD. This annual Holiday show has grown over the years under the support of the Queen Anne's Railroad Society. The show has grown to 10,000 square feet with many layouts and displays. How about an N scale layout in a suitcase? Large area with Brio wooden trains for the kids to play. Layouts included G, Standard Gauge, (2) O scale, HO, N, and Z. There was a silent auction of train related items

Trackers had a spectacular large layout with yard. What made this layout special was the large "lower level" Snow Village consisting of over 50 lite structures and a Holiday snow theme for the kids. There was a trolley and two trains for the children to run. Very popular.



View of Snow Village, part of the Festival of Trains – Kent Island, MD



View of the Snow Village with young train engineer on the right.  
The three tracks to the left and behind are part of the regular Trackers layout.

## Festival of Trains .....Continued

This group of volunteers had a huge impact on the public. This is the type of activity that gets the youngsters excited about trains the way we first got excited about trains years ago. Talk about socializing our hobby, over the first two weekends of December, the show had over 4,000 visitors!

### ***Choo Choo – the Train Show’s a Coming! Skip Lee***

With a little more than two months until the 2019 Annapolis Train Show is here, preparations are well underway to make this year the most successful ever. If you haven’t already heard, Annapolis has become one of the most successful and attractive Toy Train Shows in the area with both Vendors and Guests sharing their appreciation for a great time. As of publication time, table reservations are at 85% and we have not done any vendor advertising. Most all reservations are repeat vendors and in the cases where new vendors have signed on, it is because they heard from your colleagues about last year.

As a member of the WB&A Chapter, this is important to you because the Annapolis and Vienna show represent the external promotion of our beloved hobby. It is our opportunity to show the public the fun and intrigue that attracted us to toy trains and the associated accessories that go with them. It is a way to make train accessible and affordable. It is essentially our future.

We have two special opportunities for our membership this year. As always, members are afforded early entry to the show on Sunday morning beginning at 9:00am. Your early, FREE admission gets you into the hall (and the deals) before the general public who we begin allowing in at 10:00am. The other special consideration for members was spawned from an idea that was shared with us last year and met with so much success that we are going to bring it back again this year. That special opportunity is a “sneak peek” on Saturday night. Many of our vendors begin setting up their tables the night before the show, thus, they are open for business. Many of our members shared that they were unable to make our show due to conflicts on Sunday. Thus, the Saturday Night Sneak Peek was created to meet more of our members needs. There is no admission on Saturday evening beginning at 6:30 and going to 8:00pm. However, you also need to understand that not all vendors will set up on Saturday nor will everyone have everything out by the time our doors ‘open’ at 6:30 so those who do attend need to be patient.

If you are interested in shedding a couple of items you no longer want or need, there are still tables available. Please consider printing, completing and submitting a table reservation for the show. Only 12 tables remain before a waiting list will be created. Act Soon! If you don’t want a table but still have items you no longer want, we

have Take it or Leave it tables in the main hall where you can drop off unwanted magazines, track, parts, or frankly anything that you believe others may enjoy. At the end of the show, anything still remaining will be recycled or discarded.

We hope that as many of our members can make it on Sunday February 24th. The National Trackers will display and operate their magnificent Layout. The Elks Lodge provides a delicious lunch platter for a very reasonable price. Many of your friends will be on hand to see and share stories. Make it a day and come on out!!!

We also kindly ask that you rip the advertisement page out of your Trolley and post it in a very public place for others to see. You might also consider taking a picture of the page and posting it on your Social Media Feed. Get your friends to the show to share in what you already know as being a terrific pastime. If you are interested in participating with set up on Saturday night, please contact Skip Lee at 443-618-6866. We need assistance setting up the stage, the tables and chairs as well as general organization support. Thank you in advance for your consideration. Happy Training!



Photos by Bob Gray



## **WB&A-ers at the Ballpark**

There may have been no joy in Mudville when mighty Casey had struck out.

But joy reigned supreme in Bowie, Maryland as the hometown Bowie Baysox baseball team defeated the Erie SeaWolves 2-1 in front of 7,663 fans at Prince George's Stadium on August 25.

The Baysox are a Minor League Baseball team located in Bowie. They are the Double-A affiliate of the Baltimore Orioles, and play in the Eastern League.

Among the seven thousand plus fans who enjoyed the cool evening, a well-played game, and a spectacular fireworks display were members of the Washington, Baltimore & Annapolis Chapter of the Train Collectors Association (WB&A).

In between innings, the stadium announcer greeted us as special guests and the large scoreboard in center field displayed a welcome to the WB&A.

The event was organized by WB&A Membership Chairman Bill Moss. Bill, an ardent baseball fan as well as train collector, is a long-time usher at the Bowie stadium.

The Baysox scored their only two runs in the first inning and relied on outstanding pitching and defense to secure the win as the fans were kept on the edges of their seats as innings rolled by and early lead held up.

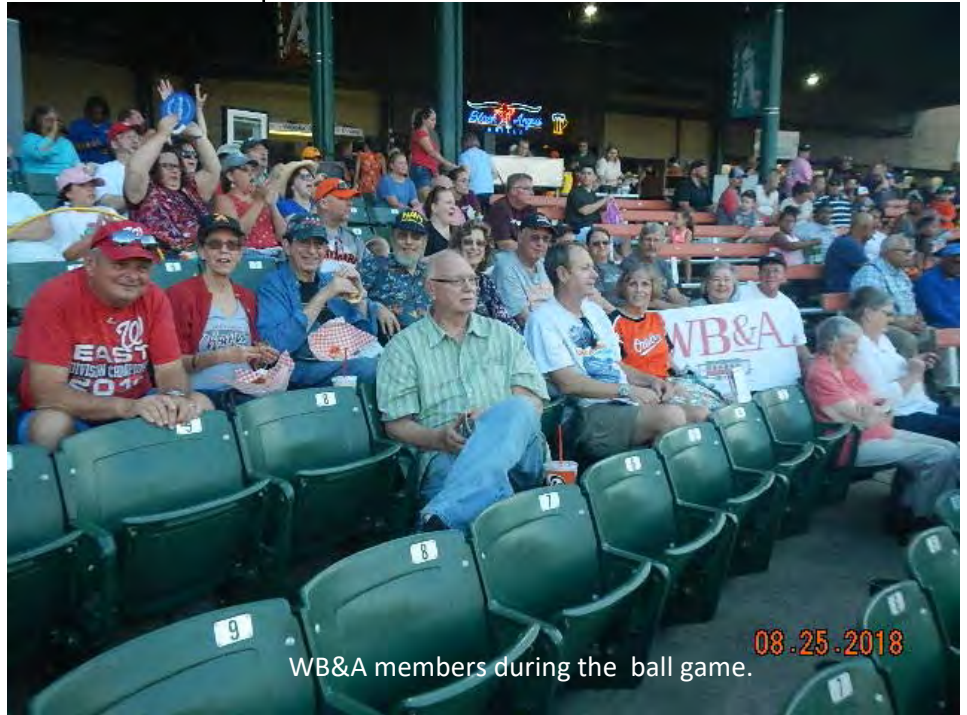
As the stadium crowd rose in unison - cheering loudly - when the final out was made, smiles adorned the faces of all but a few dejected SeaWolf fans.

But the highlight of the evening for the WB&A group was the opportunity to visit with each other as the game progressed. Stories were shared as well as a few friendly barbs as members chatted left and right and row to row.

There is perhaps a natural affinity between train fans and baseball fans. Some train enthusiasts take a break in the summer months and become enthusiasts of the National Past-

Time, baseball. That break may, for some, leads to a heightened sense of anticipation for train fun as autumn approaches.

In any case, a hearty well-done to Bill Moss from all who attended the ball game.



WB&A members during the ball game.



Bob Gray reserves the WB&A seats at the ballpark.





# Greenberg's Guide to Lionel Trains

## O Gauge Volume 1: 1915 - 1928

Book review by Harvey Tafel, TCA 99-50324

Bruce Greenberg has recently published the first volume of a three-volume anthology on O gauge toy trains manufactured by the Lionel Corporation, from 1915 through the cessation of production at the beginning of World War II. The hardbound book has 424 pages and includes over 1,800 full-color pictures as well as production charts, a comprehensive analysis of engines, passenger and freight cars, and detailed information on component parts.

Even more importantly, this is a "Book of Discovery" by which I mean that it offers important insights into the Lionel trains in your collection and that you see at train shows.

This book belongs on the shelf of every serious O gauge collector. The in-depth nature of the book and penetrating analyses of the vast range of Lionel's production, presents the collector with numerous approaches to further understand and appreciate toy trains.

Chapter 2 enumerates many elements that are a part of every train. Eight different headlights are illustrated and described. The reader can compare headlights on his locomotives with those in the book to better date his engines. Four different brakewheels with detailed pictures allow for easy identification. Then follows a description of the eleven couplers used, as well as six flag holders, five underside labels and five stampings. Each listing is accompanied by pictures for ease in identification.

Perhaps the best feature of the book is the detailed analysis and pictures of the nine motors used between 1915 and 1933, including arrows that draw attention to motor parts. There is an informative essay on the Ives reverse unit, the predecessor of Lionel's 1933 E-unit.

A welcome addition is a section on 13 pickup markings that can aid the discovery process. Five pages are devoted to the development of O gauge trucks, again with pictures and directional arrows to point out details. Another addition is the renumbering of trucks to better date their manufacturing sequence. New to the book is an expansive explanation of paint colors and outfit boxes and labels.

The central part of the book enumerates Lionel's extensive production of O gauge trains. There are two divisions, the Early Period from 1915 to approximately 1924, and the Classic Period from approximately 1924 to 1942. Within these two divisions are chapters devoted to engines, passenger and freight cars.

The Guide introduces a new way of describing engines, both Early and Classic. Each engine is featured on one page with

essential information such as motor type, underframe details and couplers supported by numerous photos. Details on the cars that came with the outfit such as color, couplers, individual and outfit boxes, trim as well as other items, along with supporting photos, are on the following page.

The latter part of the Guide provides a comprehensive listing of all freight and passenger cars. Early Period four and eight wheel freight cars and passenger cars are examined; then Classic Period 800 and 810 series freight cars along with passenger cars. Each section begins with an introduction to the series. Some sections have extensive charts listing the components of each car

so variations can be easily identified. Then follows a comprehensive listing of each car in the series. Each listing has a photograph and description of color, plates and/or rubber stamping, trim, trucks, couplers and other components. The collector can compare his trains with those in the Guide and learn more about their trains.

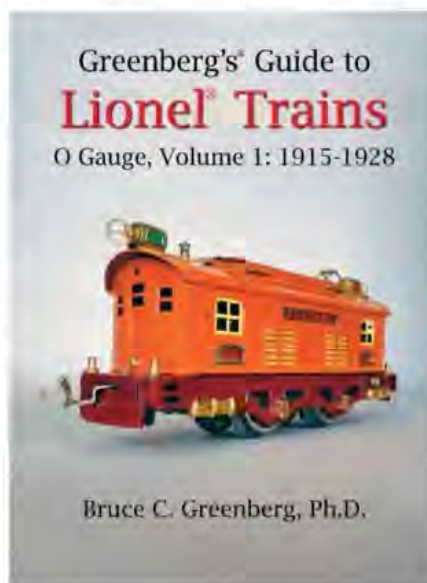
Here are examples of how you can use this book. You find a No. 254 locomotive at a train show. You look closely at the locomotive and compare it with the locomotive on page 299 of the new book. You compare the headlights, motors, couplers, pickup labels etc. They all match. Both locomotives have "E-unit" reverse mechanisms. Why do these locomotives have black "E" stamps rather than brass plates with red "254E" as do most 254s with reverse units? On page 304, the book explains that Lionel used the black E to alert the

dealer that the locomotive has a E-unit reverse rather than a pendulum reverse so that the dealer will supply the correct reversing switch.

At another train show you see a very attractive late No. 250E outfit with two No. 603 Pullmans and one No. 604 Observation. The price is attractive but one No. 603 Pullman is much lighter orange than the other two cars. Since Lionel was very consistent in the paint colors of passenger car outfits, you conclude that this outfit is likely a put together. However on page 177 you discover that this Lionel outfit with different paint colors is a known factory product.

This book has the most comprehensive approach to detailing toy train production ever published and provides collectors with a comprehensive method to learn much more about their collections. Get your "Book of Discovery" today.

Bruce Greenberg sells the book directly for \$100 plus \$4 shipping (US). His address is 5233 Bessley Place, Alexandria, VA 22304. His phone number is 703-461-6991. His website is [SykesvilleHistory.us](http://SykesvilleHistory.us).





## Icons of an Age

The 1920s through the 1950s were the Golden Age of Trains, Trolleys and Baseball.

Imagine a small town boy sneaking off after dusk to the depot to see the new locomotive for the first time, the hulking engine bursting into town like a fantastic apparition. The massive machine paused against a moonlit landscape as the injector hissed and the flames danced in the firebox.

In a time when cameras were rare and photography was difficult in low light, the boy recorded the moment in his memory, and how vivid that memory was. He wasn't thinking about what he saw as a symbol or icon of national pride, but rather as a technological marvel that so impressed him that he just had to have a look at it.

In another part of the country, a city boy waited outside Yankee Stadium in New York City. The baseball game had ended almost an hour earlier. Now various New York Yankee baseball players started to drift out of their locker room into the parking lot where the boy stood patiently waiting to see another Golden Age Icon, Joe DiMaggio. DiMaggio was a national hero, the heir to Babe Ruth in the public's imagination. He was one of the greatest players who ever lived, winning nine World Series rings, three Most Valuable Player awards and, in 1941, famously hitting safely in 56 consecutive games. This boy, who again carried no camera or recording device, just wanted to get close to greatness.

Whether greatness is measured in size and power or in heroic accomplishments, those two boys were enthralled with the trains and baseball of their era. Never again would those institutions so dominate the lives of Americans. The majesty of the steam locomotive would give way to more efficient engines with less pizzazz and baseball would be challenged and overtaken by more exciting sporting events and relinquish its position as the national pastime.

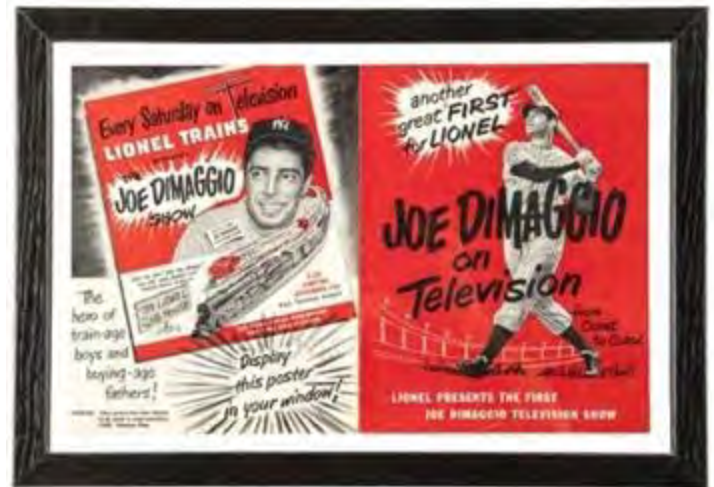
But the two Icons of an Age, baseball and trains, intersected in some most unexpected ways.

The greatest baseball pitcher of the era was nicknamed, "The Big Train." Walter Johnson who played for the Washington Senators baseball team, threw the ball so fast that batters and umpires could hardly see it. Allegedly, a batter questioning an umpire's strike call said, "How could you call that pitch a strike, it was so fast you couldn't see it?" The umpire replied meekly, "It sounded like a strike."

It was that power and speed that earned Walter Johnson the moniker, The Big Train, referencing the attributes of the powerful and speedy steam locomotives of day.

Now, that little New York boy's hero, Joe DiMaggio,

was more than a just the famous N.Y. Yankee's slugger and pitcher for Mr. Coffee machines. He was also a model train enthusiast. In the early days of television Joe hosted a show titled the "Lionel Trains Club House" where kids asked him questions about sports and trains. An epi-



sode of the show, sponsored by Lionel, can be viewed on YouTube at the following address. (<https://www.youtube.com/watch?v=kTVPOITCiy4>)

Today many model railroad enthusiasts, like myself, share their leisure time with baseball. After the holiday season winds down, some train modelers put the trains away and head out to the ballpark. For us, baseball provides a good reason to get outside and enjoy the warmer weather. There is something that links the two pastimes that goes beyond seasonal changes.

Baseball is the sport that has no clock. Games go on until the required number of inning have been completed regardless of time. Likewise there are no time limits on model train endeavors. You can devote as little or as much time to the hobby as required to achieve your personal

goals. Often one becomes so absorbed in activities, that a call from another part of the house is needed to call one to the dinner table.

There are a lot of statistics that baseball fans use to measure the performance of their favorite players. Being a dedicated supporter of the home team involves attention to details such a batting averages, earned-run-averages, and performance in unique

situations like batting average with men on base. Modelers rely on precise data and accuracy to ensure the smooth running of the layout.

As baseball players exhibit a wide range of skills such as hitting, fielding, throwing, and base running; so too do rail fans depend on a variety of skills ranging from researching different railways and trains to planning and designing, fabricating, and testing. Both baseball fans and



modelers appreciate and value versatility.

Superseding these links between trains and baseball is the element of fun! And the element of fun is where I have confidence that both baseball and train collecting will experience not only continued interest but an expanding legion of aficionados. Today both men and women are learning the basics of design and technology. The skill set mentioned above that provides the basis for modeling is gaining ever-greater respect in the work-world. High-paying career fields need people who can solve problems related to making and maintaining technological systems.

When these "techies" leave work many will seek enjoyment in endeavors that capitalize on their skill set. The intricacies of baseball and modeling will fill the bill for an ever-increasing number of folks who will experience the feeling of pleasure and satisfaction that comes from doing something that they really like.

The number of outlets for people seeking entertainment today may mean that trains and baseball will never again experience a Golden Age, but the popularity of Thomas the Tank Engine gives one hope that there is, indeed, a future for model railroading. Another phenomenon that gives rise to optimism is the public's interest and patronization of historic rail excursions.

Deep-down some people are beginning to sense a renewed appreciation for both baseball and trains. How that interest will manifest itself is unknown but there are those who in their sub consciousness hear a faint, but intensifying call for "Play Ball" and "All Aboard."

The author of this article, Bob Gray, welcomes comments from WB&A members at [bgray5002@yahoo.com](mailto:bgray5002@yahoo.com)

### **YORKING with Clem October 2018**

Weather was very Yorky this year, as always. Some of rain, chill, sun and a mix. No high winds or snow. Very few leaves had turned to fall colors as yet. (They are in full colors a week+ later.) York is York and we hope it never fades away.

I attended two of the off-campus meets: The Wyndham Gardens and the Billy Budd (Days Inn.) Neither were sold out. A "Sandy-soaked" crate of rust found me. The wheels are the rustiest I have ever seen. Some crumbled into iron dust under ocular pressure. I'm thinking they filled with saltwater and remained that way for years. I'm going the desalt some of the pieces for resto-mintness condition. A Lionel 520-search lite car has neither end and flexes in the middle. At the Billy Budd, Rich's Dad reported Rich was in the hospital with challenges. We pray for his complete recovery. KennyPost had several stunning custom big gauge trains to salivate over. Ms. Sandy was with me so investment conditions were bleak.



At NTTM day on Wednesday of York Week, Lionel announced that they will not occupy the large booth in the Orange hall spring York in the future. They plan to return in Octobers. Instead they will participate in the TCA Rocky mountain meet in Colorado. They feel by doing this they still fully support TCA and also want to do more at the NTTM. (I personally tried to argue that their presence at York is of great importance to our membership and to them by the access to our member's opinions and recommendations.)

More about the NTTM visit. I delivered a Russian suspension bridge to the Museum donated by a friend. This is a scarce item from the Stalin era train set. The improvements in the museum continue to amaze. You just gotta visit our golden jewel. The talks by President Campbell and our manufacturers are located at <http://www.tcamembers.org/netvision/>.

The below note if from SGMA President, Wayne Strobel. Wayne, Chris Bogus and others have been doing some stunning work for the museum. Come see!!

-----  
Hi Clem,  
One of the TCA members at the museum had 3 old paintings/drawings that together formed a nice backdrop. They were in terrible shape with edges fraying and pieces missing. I photographed them last Winter at the museum. This past year I worked in Photoshop to clean

them up and restore them. After that was completed I printed them out in 20"x60" panels that could be laid side to side to form the backdrop. They just put it up behind the HO layout. Last year I did the same type of thing for the background of the Ives display. I photographed an old Ives box on all 4 sides, I stitched them together in Photoshop, cleaned them all up and made 20"x60" panels at about 40% opacity and then we hung them on mounting boards and installed them in the display. We dropped opacity on those so it would not overpower the display.

For the Lionel catalog display, I scanned the old Lionel catalog, restored it and made the panels for behind the display. Joe Mania and Chris then installed and completed that display. That one I being replaced by aMarx display within the next month or two. The same thing was done for that one. Copied the old catalog, restored it and printed panels they will use as backdrop.

When I printed the panels they used on the HO layout, I resized them to fit our modules and printed them out for Kirk and Chris. Hopefully they will be able to get them ready for next Show we do.

Thank You and Have A Great Day,  
Wayne C. Strobel

-----  
On Apr 23, 2018, at 4:37 PM, clem clement <[clem.clement@cox.net](mailto:clem.clement@cox.net)> wrote:  
Would you please tell us more about the work you and



Chris did with the paintings or photos scenes? I did not understand what you spoke about.

-----  
**Standards committee meeting for  
October 2018**

Requested and received a "YES" from Pres. Rupert Campbell

The "Yes" Is a special tradition with the Standards Committee's "Fakes and reproes" presentation. It is tradition for the highest-ranking person in the room to bless a waiver to the rule requiring TCA alteration stickers be placed on any piece at a TCA meet. Any of the items afterwards that enter the meet will have proper nomenclature stickers applied.

Our rules call for training in Fakes and Reproes and I gladly, along with many others, provide this education. It is one thing to talk about altering trains, it is another to see examples and learn firsthand by touch what a fake looks like, how it is done, and how to recognize it. Also, to seek advice from others about these pieces' originalness.

Clem is Eastern Rep. to the committee. Meeting report due to ED sometime after the meeting

Todd Wagner spoke about fake Convention cars from the period in Mt Clemens/Mexico.

Excellent report. (I hope we can get a write up from Todd.) The following notes are not complete or accurate!!!

At some point during the Mt Clemens/Mexico time period, the Lionel Factory asked TCA what non-ordered convention car fakes they wanted! Later 30 were stolen from the factory. The police were involved. The police report stated 25 were stolen and were recovered. What happened to the other 5???

- There was lots of interest in the 1970 -1973 period?
- Why no interest in the post 1979 era?
- Lots of print---body color changes???

A real chemist tried to change a body color with no success.

-----  
Clem's talk on fakes and reproes shown and discussed:

Repro Lathe-turned wheels erroneously copied with the same arched back side warp as the originals. Not of much use!

Early Lionel Switch frog designs were displayed. The cast iron switch towers have two notches in their apex to lock the switch frog in the selected position. A spring mounted on the control lever secured the frog in the desired position. A later design eliminated the spring. (as yet, I don't understand why other than to say the springless version was cheaper to produce.)

Wooden commercial hopper car: WHODONEIT and why? I suspect a demo of some kind

A homemade stake car with brass-plated #510 (Much scrutiny of the plates. Not a random selection as there is no prewar Lionel #510)

A homemade tender with drilled rivets showing shiny

brass in the sculpted out depression Painted #1036. Probably done with a drill and drill stop)

Lionel Factory repainted 520 green over terracotta searchlight car

Late Lionel #220 search lite car with early colored terracotta light platform. (Many have never seen such before). A transition piece between color choices. In the business, this amalgamation is called" an end-of-run product. As the production of the product changes, left over pieces/parts are assembled with what was available to get the item completed. The customer did not notice/care.)

-----  
During the late Bob Tufts last years, he desk-top- published version 1 of his ALMOST COMPLETE GUIDE ON AMERICAN FLYER S GAUGE TRAINS listed by their set numbers. It was a great success but he did not get time to finish it. At Fall York 2018, his daughter Donna Tufts Hayes published the version2 of the booklet. She made 100 copies and all were gone instantly! You go girl!!! Dad Bob would be so proud!! Me too. Donna sez there are still more unidentified sets out there.

A fellow first name of "Franko"--- stopped by our table. He and 6 others were from Brazil where they collect STG Lionel trains. He gave me a special pin celebrating their visit to York. He had met me 2 years ago. He actually pinned me with the special pin. WOWE. Wouldn't it be great if we could start a TCA Chapter in Brazil!!!!

Love the layout in the white hall and the one in the Orange Hall promenade

Thursday night dinner without our beloved Chaplain James: We again gathered at Olive Garden for dinner and chat. Our sig others love the event because other topics than trains run the room as we share fellowship. Sadly, our beloved Chaplain James Warrington is in the hospital and could only be with us in spirit. He broke his pelvis earlier in the month. Barry Berson offered grace for us. I have passed our love for him thru his Nephew, Warren Lester. Chaplain Jim is improving and will start exercising soon.

Friday morning the Standard Gauge Module Association breakfast in the back of the Valencia room on the York Fairgrounds included another stunning display of custom Standard Gauge Trains. WOWSERS!!! Several newbies attended and were awestruck by the pieces. Some of the trains displayed were from the collection of the late Karl Rammling displayed by Danny Tomasian. All are works of art, for sure. All TCAers and their guests are invited to the meeting on each York Friday at 7:30 am.

Saturday Morning, I stopped by the first responder's office to thank them for attending York for us. I was told that as of that morning only one minor incident had occurred. I hope nothing else health wise occurred to the crowd. I always do this and remind the staff this is a hobby for the gray haired with their meds safely stored in their pockets. In speaking with the folks working the handi-capped cart rental, they were very busy. Dave and company have been loyally serving us for many years.

Kids Korner was jumping as usual. The little Green layout was in place and crowded with kids every time I passed it. Thanks muchly to the team helping the kids play

trains at York.

York Saturday around noon a member parked his car near the Sliver Hall. He had visible train boxes in the back and the tailgate window taped shut. Sometime in the next couple hours, some of the trains were stolen. A reported was made. The owner was from South Jersey. When he returned home he called all his local Delaware Valley dealers. The next Tuesday a fellow came to a dealer offering to sell the identified trains. Trains are back home safely now.

So, ends another fine time with friends on the hallowed fields of York.

Is it time for spring as yet?

Clem Clement

### 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](mailto:pullenp@gmail.com)

**DEADLINE FOR SUBMITTING ARTICLES  
FOR Apr.-Jun. 2019 TROLLEY  
March 10, 2019**

### WB&A BoD Meeting

When: January 5th, 2019  
Where: Bob Gray's Home  
1201 Topaz Court  
Odenton, MD 21113

Time: 9:00 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

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







## Upcoming Events

Jan. 12,2019	NVMR, Historic Vienna Train Depot, 1-5
Feb. 16, 2019	NVMR, Historic Vienna Train Depot, 1-5
Feb. 24, 2019	Annapolis Elks Lodge, Edgewater, MD, 10 A.M
Mar.16,2019	NVMR, Historic Vienna Train Depot, 1-5
Apr. 10, 2019	TCA Museum Opening, Strasburg, PA
Apr. 11-13, 2019	Eastern Division York Meet
Apr. 13	NVMR, Historic Vienna Train Depot, 1-5
May 25-26, 2019	NVMR, Historic Vienna T.D., 1-5 (ViVa Vienna)
Jun. 22-30, 2019	TCA Convention, Albuquerque, NM
Jul. 13,2019	NVMR, Historic Vienna Train Depot, 1-5



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

John Brennan, III  
Lex Brunini  
H. Michael Heidler  
Paul Murray  
Richard Picanso  
Gary Schlerf  
Abe Zumwalt

Arlington, VA  
Centreville, VA  
Annapolis, MD  
Great Falls, VA  
Potomac Falls, VA  
Ellicott City, MD  
Washington, DC

### 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.

Allen E. Crotts  
TCA 95 - 41208



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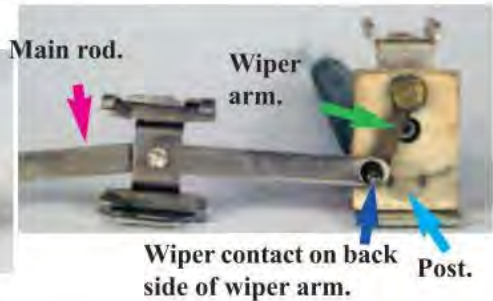
# Lionel Innovations, 1929-1938 O Gauge Study Report by Bruce Greenberg

Between 1929 and 1938 Lionel produced five exciting, appealing innovations: diecast locomotive parts (1929), the "Chugger" (1933), the "E-unit" (1933), remote controlled Whistle (1935) and remote controlled uncouplers (1938).

The Chugger and Whistle are particularly important because they changed electric train experience from the primarily

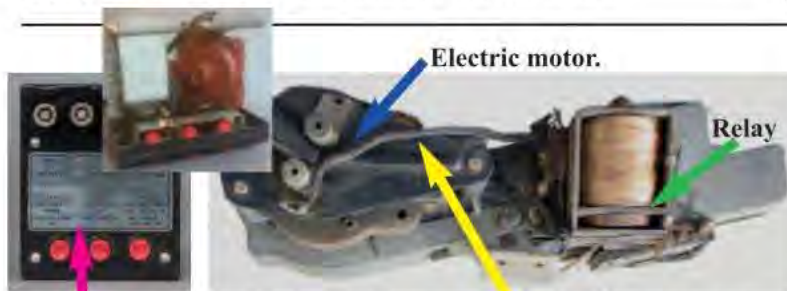
visual to a powerful combination of visual and audible enjoyment/perception. The operator could imagine himself/herself in the cab of the locomotive. The Chugger and Whistle are illustrated and described below. For questions or comments please call Bruce at 703-461-6991 or write: bruceCgreenberg@gmail.com

## Chugger speaker.



The Chugger, manufactured 1933-35, produced a "chug-a-chug" sound simulating a steam locomotive. The Chugger speaker, attached to the motor, was activated by electricity from a switch concealed inside the steam chest. The switch consisted of a wiper which passed over a contact; the wiper's movement followed the motion of the locomotive main rod -- thus the sounds were amazingly synchronized with the locomotive's driver action.

*The locomotive main rod (red arrow) was attached to a wiper arm (green arrow). The wiper contact (dark blue arrow) made contact with the post (light blue arrow) which provided power to the Chugger speaker. The back and forth movement of the main rod caused the wiper to connect electricity to the Chugger speaker twice every revolution of the drivers. Chugger photographs by Rob English.*



**No. 65 Controller with selenium rectifier. Insert, No. 65 interior with brown Mallory rectifier.**

Lionel's 1935 introduction of the remote controlled whistle tender was an exciting and well-received new feature. For the first time, the operator could remotely operate a realistic whistle in a moving train. Whistles were almost certainly the most memorable feature of real steam locomotives -- intentionally VERY loud to capture the attention of people and warn them of an approaching train.

The Lionel whistle tender system is 1935 advanced technology. The system begins with a No. 65 Controller, a metal box on the train platform with a selenium rectifier (invented in 1933) inside. When the operator presses the No. 65 Controller button, low voltage alternating current is fed into the selenium rectifier producing low voltage, half-wave direct current which is then fed into the track with the higher-voltage alternating current for the whistle motor and locomotive motor. The direct current activates a special relay (green arrow) which is part of



the whistle assembly located in a special whistle equipped tender. The relay (green arrow) feeds center-rail current by a wire (yellow arrow) to the whistle motor (blue arrow). The electric motor operates a fan, forcing air through a complex diecast housing to produce a delightfully realistic sound on operator command. Whistle parts from the R. Schroeder Collection.



**No. 265W tender from 1936. "W" indicates whistle equipped, S. Slade Collection. Lionel also added whistles to other tender models.**



# MARK YOUR CALENDARS

## Annapolis Train Show

**February 24, 2019**

Annapolis Elks Lodge  
2 Pythian Drive  
Edgewater, MD

10:00 AM To 3:00 PM

9:00 a.m. to 10:00 am. Exclusive access for members.



Plenty of fun for the whole family including:

- Trains for sale including Lionel, MTH, K-Line, American Flyer, K-Line, MARX, Bachmann, etc.
- G, O, S, HO, Standard Gauge (old and new) (inventory subject to change).
- Pre-War, Post-War, Modern Trains Available.
- Modular Layout by the National Capitol Trackers.
- Train Repairs and Parts
- Door Prizes
- Free Parking
- Free Train Appraisals
- Lunch provided by the Elks Lodge

For information, Contact Skip Lee (ocbp55@comcast.net) or 443-618-6866  
Tables available beginning January 1, 2018. Don't miss out on the only Annapolis Area Show.







# WB&A CHAPTER - TCA ANNAPOLIS TOY TRAIN SHOW *Sunday, February 24, 2019*

**SHOW Opens at 10:00am & Closes at 3:00pm  
(Show opens at 9:00 am for WB&A members)**

**Admission is \$5.00 with the exception of:  
Children Under 12, Military, and WB&A Members Admitted Free.**

**At the Annapolis Elks Lodge!!**

**2 PYTHIAN DRIVE EDGEWATER, MD 21037**

**THE ONLY TRAIN MEET IN THE ANNAPOLIS AREA**

**Directions:** Take Route 50 eastwards Annapolis. Take Exit 22, Aris T. Allen Blvd / MD 665 towards Riva Rd. Go about 1 mile and take the exit for Route 2 (Solomon's Island Rd) South towards Edgewater. Stay to the left on the exit ramp. When you come off the exit ramp, proceed straight across Route 2 onto Pythian Drive, and immediately bear around to the left. The lodge is on the left.

***Plenty of fun for the whole family including:***

## **The National Capital Trackers Modular Train Layout including Thomas**

The vast majority of Trains for sale will include Lionel, MTH, K-Line, American Flyer, etc. There will be Standard Gauge, O Scale, as well as some HO, and N gauge available.

There will be old and new trains and train accessories for sale.

Parts available with many vendors offering Train Appraisals

Door Prizes                      Free Parking

Delicious Food provided by the Annapolis Elks Lodge

Enjoy the sounds of operating Trains. Pick up and thing or two. Come out and make it a great day.

