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President: Tom Salen

Vice Pres: John Buxton

Treasurer: Michael Ackerman

Secretary: Nada Boswell

Directors:

Bob Gray

Robert Heine

Skip Lee

Arnold (Arne) Meyrow

William (Bill) Moss

Karl Taschenberger

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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 President

We seem to live in a time that changes quickly. The changes from January to now have us improvising and adapting to a new reality. For us, it means a sabbatical from train shows and meetings that are in person. Online seems to be our best means of staying connected. Our last mini meet which we held on June 6, we had close to 40 people online. It was a great meeting in which we conducted club business, but what was even greater was that we were able to connect with our old friends to talk about Trains.

One of the suggestions that the board of directors would like to implement from our meeting was to use the zoom platform over the next several months is to re-introduce, How to Sessions, Show and Tell, Home layout Visits. We are looking for volunteers to host the meetings on a subject of their choice, spending about 20 to 30 minutes followed by a social period. Club members would be able to attend any of the zoom meetings that they wish to view and stay connected with their train friends.

In the last Trolley I asked for a volunteer to become a meet chairman for a show to be held in Annandale Virginia this December. I want to thank Bill Graver for volunteering to take on that position.

The WB&A currently has three shows scheduled and a mini meet in November. As each one of these events draws near, we will be monitoring to see whether or not we will be able to hold these events. We will be following state and local laws and restrictions, following TCA's lead to hold shows and guidelines for social distancing as set by the CDC.

In closing, with these difficult times should you have a concern about your membership dues please reach out to either our Vice president John Buxton or myself Tom Salen President.

Tom Salen
President WB&A



Treasurer's Report as of June 1, 2020

By Michael Ackerman

The Chapter's financial activities for Jan. 1, 2020-Jun. 1, 2020 are summarized below. If you have any other questions or comments feel free to contact me at MJACK-ERMN@gmail.com.

Check Book Balance – Jan. 1, 2020 \$30,713.95
Check Book Balance -- Jun. 1, 2020 \$30,353.43

Significant Activities Jan. 1, 2020 thru Jun. 1, 2020

	Expenses	Revenue
Annapolis Show 2020	3000	3650
Membership Dues 2019 (218)	245	3270
Membership Dues 2020 (147)		2205
Membership Dues 2021		30
Membership Donations		15
Trolley 2020	324	
Kids Korner	50	
Web Site	660	
Facebook		
Train Set for Drawing	487	220
Election 2020		
Miscellaneous Expenses	806	

Secretary's Report

WB&A GENERAL BUSINESS MEETING

Sunday November 2, 2019

Knights of Columbus

Bowie, Maryland

Meeting Start Time: 8:00 am

Meeting End Time: 9:00am

A quorum being determined, the meeting was called to order by Tom Salen WB&A Treasurer.

OLD BUSINESS

Secretary's report – Written Minutes from the June Business Meeting were given to all in attendance. A motion was made to accept as written, seconded and unanimously approved.

Treasurer's Report – Tom Salen presented the Treasurer's Report and reviewed recent WB&A receipts and costs. Overall the club still maintains a very stable balance. The Annapolis Show made a profit, collection of past due and current dues is doing very well. The Drawing for the Train Set is at this point showing a loss but



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
- 7 Access to the chapter facebook page-
www.facebook.com/wba.chaptertca
- 8 Share in the excitement of the Toy Train
- 9 Serving as a committee member or officer at the local level is very rewarding.
- 10 Buy, Sell, Trade with local train enthusiasts.

tickets were sold at Bowie and by mail so it should break even by the end of the year.

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

Membership Report –

Bill Moss presented the membership report. 2019 dues reminders were sent out. Of our 228 members 187 have paid [for] 2019 and 49 have paid [for] 2020. Over 20 of these paid at York membership table. 1 new member joined at York. We will continue to try to recruit new members at Bowie, and next Annapolis show.

Eastern Report – Dave Eadie reported that Eastern Division Board made a decision to cut back York beginning in April 2020 to a 2-day show. All vendors were surveyed, and the final outcome was to do Friday and Saturday only. Set up will be available on Thursday for table holders and vendors. The Friday/Saturday hours for member and dealer halls will remain as before. The lack of participation on Saturday was the main factor, hopefully more people will come and, also stay for Saturday. Attendance has been falling for years from 12,500 6 years ago to 9,000 in April so changes needed to be made.

NEW BUSINESS

Annapolis Meet – Skip Lee reported that the National Capital Trackers model railroad organization will participate in the 2020 Annapolis meet to be held on February 23 at the Elks Lodge. Many table holders signed up last years

for tables and sales of tables have gone very well. Advertising is under way on Social Media, Websites, etc. and it is expected that all available tables will be sold. The National Capital Trackers will be there as well as a Train Doctor and a parts person.

Counting of Ballots and Election Results – Bob Heine reported that ballots were open and counted at the Knights of Columbus by Dave Eadie and 2 other independent members.

Michael Ackerman will hold the ballots at his home until it is decided they are no longer need.

Official results are:

President – Tom Salen

Vice President – John Buxton

Secretary – Nada Boswell

Treasurer- Michael Ackerman

WB&A Board Members Elected

Arne Meyrow

Robert Heine

Robert Gray

Due to Michael's move to Treasurer there will be a vacancy on the BOD and we will seek out someone to fill that. The BOD can appoint someone to fill a vacancy per our By-Laws and will do so.

A motion was made, seconded to adjourn the meeting, and unanimously approved, the meeting adjourned at 9:00 a.m.

Membership Moments by Bill Moss

Unfortunately, I must begin by reporting the death of another member, Bill Brown. Counting the death of Robbie Schroeder earlier and the loss of one member who has decided not to renew his TCA and WB&A memberships for 2020 our membership number has been reduced to 240 members.

Losing members is much more important than collecting dues, but I need to make the following report:

At this time 23 members have not paid their 2019 dues and 90 have not paid their 2020 dues.

Some dues have been received by mail. However, we did not collect dues at the April York Meet which was cancelled. Considering how uncertain the rest of the year will be for shows and meets, we will need to continue to receive dues by mail. Each year's dues should be submitted during that current year. Please use the Membership Renewal Form found in this issue of the Trolley to pay your 2019 dues now and 2020 dues by December 31, 2020.

We will be meeting by Teleconferencing during the Summer which will include "show and tell" and "how to" sessions. All members will be invited to join and participate in these meetings by using Zoom on their computers or by calling in on their phones. Information will be available on the WB&A Website (wba-tca-eastern.org) before each scheduled Teleconference. Check the website at any

time to keep up with the latest WB&A news. In this way we can remain active in the WB&A. So, stay healthy and we hope to connect with you in our next Teleconference.

Article Courtesy of *The Train Station*



June 8, 2020 - First, on behalf of M.T.H. Electric Trains, I want to thank you for the support and encouragement you have shown my company over our 40-year journey. From humble beginnings and a lot of hard work, we were able to build one of the world's largest model train manufacturers - one unquestionably buoyed by your unwavering support.

In particular, I am proud that M.T.H. has released more models than any train manufacturer in the history of our hobby. The variety, quality, and infusion of technology throughout our offerings allowed M.T.H. Electric Trains to help bring enjoyment to all who share our wonderful hobby.

It is, therefore, with mixed emotions that I tell you I have decided to retire in 2021 and close the business. The last two M.T.H. catalogs, our 2020 Volume 2 O Gauge catalog, and our 2020 HO catalog and all non-delivered items from our 2020 Volume 1 O Gauge catalog, 2020 Ready-to-Run Train Set catalog, 2019-2020 S Gauge catalog, and 2019-2020 G Gauge catalog will feature the last products produced by M.T.H. Electric Trains.

The new items featured in all these catalogs will be available beginning Summer 2020 through April 2021 and will carry our limited one-year warranty supported by our Authorized Service Center network and the M.T.H. Service Department. Upon our closing in May 2021, our ASC network will provide warranty coverage through April 2022. A list of M.T.H. Authorized Service Centers is available on the M.T.H. website and will be updated as M.T.H. Authorized Retailers join the program over the coming months.

M.T.H. Electric Trains would not have enjoyed success without the support of the M.T.H. Authorized Retailer network. While traditional retail has changed significantly over the past decade, the independent hobby shop has been and continues to be the most important cog in our distribution chain. I truly appreciate the support and friendship these shops have shown M.T.H. I wish all of them good luck and prosperity in the years to come.

Finally, I want to thank all of my employees for their hard work over the years. Most of them have been with me for decades and their loyalty and talents were paramount to our success.

With thousands of tools and molds and a wealth of intellectual property, a new model railroading company may arise from my former company as I entertain various options and buyers. One scenario is a new company organized and owned by members of my current staff. Their decades of experience, work ethic, and creative talent will ensure success regardless of who owns the assets while providing a welcome bridge between the past 40 years and the future.

The remainder of my time will be busy as we clear out inventory and other miscellaneous items accumulated over the past 40 years. As that process evolves, we'll be offering consumer and retailer purchase opportunities

Again, from the bottom of my heart, thank you for your loyal support for all these years.

Mike Wolf,

President MTH Electric Trains

Historian's Corner



Reflections on the Presidency

I want you all to know just how much fun I have reading through past TCA Quarterlies (TCQ), National Headquarters News (NHN), the WB&A Trolleys, and other TCA division newsletters! The language and prose of these documents represent the faith in and the purpose of TCA. We have these as a foundation and can use them as building blocks as we chug forward.

Burton Logan, 1st TCA President, describes himself "speechless from surprise", yet goes on to define his experience of being elected. His friend, Dick Little, had mentioned the possibility as they arrived at the October 16, 1954 meeting at Ed Alexanders barn. Burton thought Dick was joking! [TCQ, Vol. 1, No. 1, January 1955]

Burton speaks of his previous efforts in or around the year 1944. Along with Louis Hertz, author of many articles in Model Craftsman and several books, Burton endeavored to start just such an organization to be called the "National Tinplate Historical Society" (NTHS). Gathering names of known collectors, sending out inquiries, and discussions of a newsletter, advertising, and a trading post ensue. When the call went for a dues payment however, a whopping \$3 fee, there is a disappointing response and the NTHS passed into the history books. Almost as soon as it started.

And then, in October, 1954 the TCA is born. There were many more collectors in 1954 than there were in 1944. Burton says "All of us are necessary for its (TCA) success...values of old trains make it important to have a medium of exchanging information.."

So here is your reflection for today. There are many,

many more collectors in 2020 than there were in 1954! 60 names are listed in the 1955 TCA Directory. TCA currently has just over 20,500 active members. All of you are necessary for TCA success! Fluctuating values of toy trains makes it even more essential for us to be involved. There is value in knowing the background of an item, what year the item was made, where was it purchased, and who owned this train. These toy trains are antiques and are enhanced by special editions, limited editions, and variations which may be even more important.

[en.wikipedia.org/wiki/Collectable] This is what TCA provides. And, the trains being produced today will be collectible down the road. We need to keep the records clean and the documentation crisp to assure that others know what they have. Yes, that's your challenge for now!

Yours in train-ing. Carol, HE95-41066

Have You Visited the WBA Website?

Our website address is <https://www.wba-tca-eastern.org>. You can find our site by searching for "WB&A TCA."

This site has been in operation for several years and averages over 20,000 visits per year. This past March we had 1061 visits. What do all those visitors find at the website?

The purpose of the website is to keep members informed about the activities of the club including meetings, mini meets, shows, and club excursions. In addition, it chronicles past events and membership information, videos, show and tell, and copies of all the Club's Trolley Newsletters.

One of the most important components of our website is the "Comment" section. This element enables you to share your thoughts on WB&A activities, make suggestions, and share information about yourself and your hobby. Items received on the "Comment" page may be included in the website's "Feedback Page."

We would like to feature the work of individual members on our website. If you are willing to share your collection or layout with others, we will come to your house, interview you and record some video footage of you work.

Give us updates on events you don't see on our "Upcoming Event Page."

If you have questions or concerns about our website, contact Bob Gray at bgray5002@yahoo.com.





View from the Observation Car By George Tsakiris

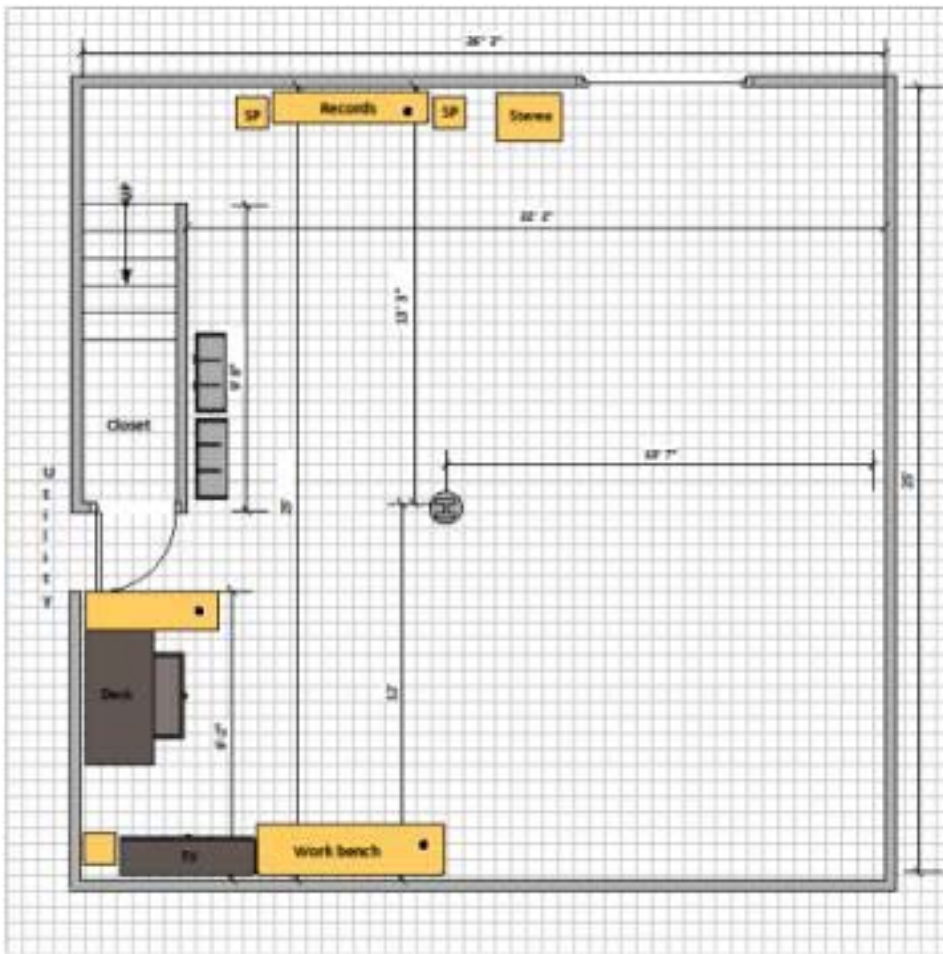
Building a Standard Gauge Layout: Part 1 - Planning

My experience in building a standard gauge layout from concept through completion will be the subject of this series of articles. Most of what was learned in this journey is transferable to O scale or any variety of scales for that matter. While I have built train tables and modules in the past, this is the first time designing a track plan first and then constructing benchwork based upon the plan. In the past, tables were built and track added based on the size of the table.

Planning Concepts – O Scale and Standard Gauge

The basement recreation room is large, roughly 26' x 26' and has several purposes including home office, TV, music system, and train room. Running both O scale and standard gauge is desired. The next decision was either to make one large multi-scale layout or two separate layouts, one for standard gauge and one for O.

The floor plan below accounts for the office and TV/audio leaving 25' x 13.5' for trains.



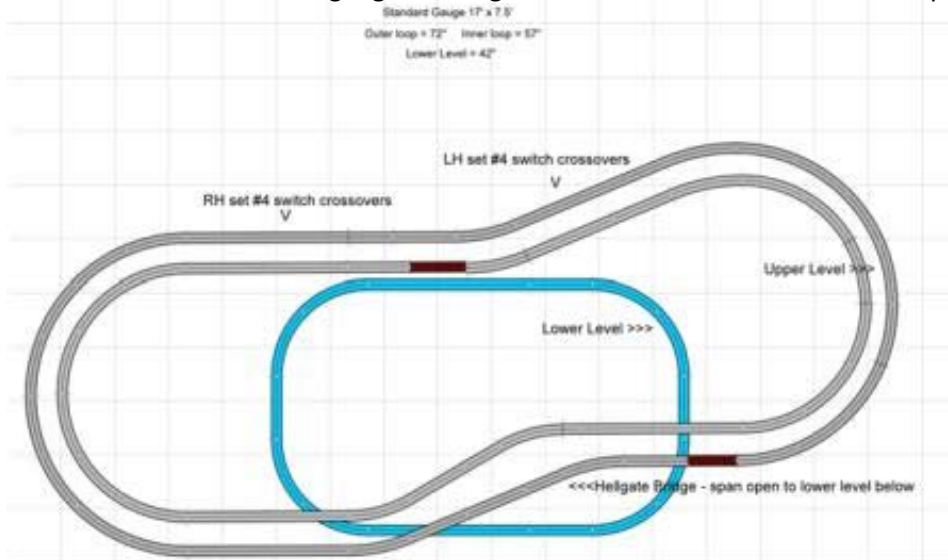
Some of the design elements include:

- 3' aisles around three sides of the layout, to provide access and accommodate guests
- No lift out or duck-under to impede walking around the layout
- Access all areas of the layout without lift-outs
- Two main lines
- Accommodate a variety of standard gauge buildings and accessories including: Hellgate bridge, two round-house sections, stations, freight platform, coaling tower, water tower, small power station, signals, lights, etc.)

Layouts considered included:

- A two-level layout with O scale on one level and standard gauge on another level
- O scale layout with a loop of standard gauge track on the perimeter
- Two separate layouts

Chose to go with two separate layouts. My O scale layout (next project) will have more modern buildings and scenery. The standard gauge layout is pure pre-war tinplate style on carpet covered plywood surface and allows me to incorporate my collection of various standard gauge buildings and accessories. Here is the track plan:



The layout will be located in the top half of the floor plan above, directly below the stereo/records area. You will notice the layout wraps around this area (upper middle part of floor plan) while maintaining a 3' aisle. This eliminates excessive dead space in the upper right of the floor plan while giving additional space below and increased viewing access to the standard gauge lower level.

Also, visually it makes the train layout more interesting with the center of the layout 30 degree bend.

Next installment will be the use of L-Girder construction for the standard gauge layout.

Stay tuned and be safe!

STOMPER PHYSICS

By Clem

Due to all the truthless fluff in the media lately, STOMPER offered to explain some of the physics of his systems in order to help ya'll understand how he does his job of universal peace...

STOMPER physics is not that difficult. He can buzz around at light speeds up to 5.31 times the speed of light. Faster than that, he arrives before he left.

At the wonderful convention in Pittsburg, did you notice he left to travel to the back side of Pluto 3 times between 10:25 and 10:21 am? He went back to Pluto at "STOMPER speed."

Dr. Joe was consulted who said it takes infinite energy to reach a speed near light speed. Remember Dr. Einstein said to another space nick, "your math is correct, but your physics is a mess." STOMPER physics allows him to go to light speed 2.7 with one Smileon motor running at idle.

STOMPER was working to end the tomato wars on the backside of Pluto. Also, he will be speeding up Pluto so she can again be called a planet. Pluto's orbital period is 247.84



years and his gravity is puny. STOMPER fell off 4 times.

STOMPER took on the NK badies with his latest weapon: "SELF-HACKING SOFTWARE." He dimmed all the nations power grids and injected his special present at 3.14 times light speed. When a system is turned off, his gimme begins to cook. This also affects yet-to-be-created systems...To assist our excellent intel folks, it detects evil intent...

A USAF F-105 fighter took 3 states to turn around at speed.

An SR71 took 3 countries to turn around.

Last week STOMPER lit his spare engines and ran out of universe. His comment: "Golly it is dark out there." He kept going and came back to us thru the underside.

Black hole physics:

STOMPER powered a spare engine with Trump

lies proving BS burns fast. (Stomper plume from the third engine to the right, just created an astral first: a mini moon that follows him in the swirling energy-wash. Kinda like a methane- moment follows its conceiver...)

(MORE STOMPER FACTS are mo-classified)

Clem

Eastern Division Report

Dave Eadie

Before talking about the future of having a York Meet this year, I have some sad news concerning one of our Eastern Division board members. Peter Primiani, our Eastern Division Vice President, past away from complications from recent heart surgery. Peter has been on the Eastern board for many years, serving in many capacities, most recently as Vice President. He was an eternal optimist, his infectious smile and positive personality were contagious to those that interacted with him. He was an avid toy train enthusiast. He joined the Virginia Train Collectors (VTC) in 1995 and served on the VTC Board of Directors for over two decades. He was their longest serving President of the club, having served four terms, and a recipient of the Golden Spike Award, the club's highest honor, in 2012. Peter was 70 years old.

Much has happened in the past four months which has directly impacted our semi-annual York Meet. After preparing for the April Meet, we learned that the York fairgrounds were closed till further notice due to the Coronavirus pandemic. The Eastern board decided in early May, we would move forward in planning for a three day meet in October with hope that the virus would wane over the summer months. All those who had pre-registered for April would be able to apply their payments to the October Show. Since May, the State of Pennsylvania has cancelled the York Fairground's County Fair, held the end of July and the Hershey county Fair held the beginning of October.

At this point, there still persist too many unknowns about the October York Meet. Given that a vaccine would not be available in time and the average age of most our membership in the high risk category, the risk to our members would be too great. All the pharmaceutical companies anticipate two vaccine applications. We still can't guarantee anybody showing up might be carrying the virus. Its already been predicted that a second wave of COVID-19 is possible. We are monitoring the situation closely and anticipate a decision by August.

To find the latest news on any future York Shows, please visit the Eastern Division website: <https://www.easterntca.com/index.htm>



Steam Turbine Locomotives

by Bob Gray

People love a 'never-say-die' spirit because it describes people or teams that just don't quit.

Following their introduction in 1939 it was clear that the diesel-electric locomotive would be the motive power of the future. With their higher low speed tractive effort, cheaper and easier to handle fuel source, and ease of maintenance and higher availability; Diesel engines were here to stay and steam was on the way out.



But there were some "never say die" people out there.

During the end of steam's reign, another technology arose which attempted to provide one final, competitive edge against the diesel – the steam turbine locomotive. The steam turbine locomotive was a variant of the steam locomotive and was hailed at the time as not only extremely efficient and powerful (which it was) but also that it could compete with the diesel locomotive in becoming the railroad industry's primary main line locomotive.

However, while powerful, steam turbine locos were only efficient at very high speeds and were a maintenance headache for the few railroads which did test them. In all, just the Union Pacific, Pennsylvania Railroad, Norfolk & Western, New York Central, Great Northern, and Chesapeake & Ohio ultimately tested designs of the steam turbine locomotive, which lasted just a few years on each railroad.

The C&O, along with the Norfolk & Western derived a large percentage of their freight revenues from the movement of coal causing them to maintained a strong allegiance to steam through the 1950s. When the steam turbine was born, it appeared as if it might challenge the diesel. Baldwin Locomotive Works was a major proponent of the concept.

With the help of Baldwin and Westinghouse, the C&O built three M-1 locomotives that employed a standard boiler, fed by coal, to power electrified traction motors on the axles thus propelling the locomotive forward.

There were both advantages and disadvantages associated with gas-turbine locomotives. On the plus side, they were highly efficient at high speeds. They had far fewer moving parts, hence potentially greater reliability.

On the minus side, steam turbines can rotate in only one direction. A reverse turbine must also be fitted for a direct-drive steam turbine locomotive to be able to move backwards. Peak efficiency could only be reached if the turbine exhausted into a near vacuum, generated by a surface condenser. Those devices were heavy and cumbersome. Finally, high efficiency is ordinarily obtained only at high speed.

The M-1s were full of "bugs." Only the first three axles on the eight-wheel trucks were powered. The trailing truck was powered, but the leading truck and the one in between the big powered trucks were not powered. That four-wheel truck supported the firebox. Coal was carried

in a hopper at the nose of the locomotive, a streamlined cowl made it look like a boiler from ground level, but the fire box was behind the cab and the boiler stretched back toward the tender.

Coal dust fouled the forward traction motors and water dripping from the boiler often short circuited the traction motors on the other two powered trucks. The C&O was never able to get the M-1s to go all the way from Washington to Cincinnati in a single day, they always broke down. By June of 1948, the gig was up, and the nation's leading hauler of bituminous coal began to rapidly dieselize. The C&O's three units were eventually sent back to Baldwin and scrapped in 1950.

There are some great models of steam-turbine locomotives. MTH Electric Trains makes a beautiful O gauge model of the Chesapeake and Ohio M-1.



Lionel makes an excellent O scale reproduction of the Union Pacific Veranda that was powered by a gas turbine engine.



Overland Models offers a HO scale version of the Veranda in brass.



Third Rail Division of Sunset Models Inc. in San Ramon, California makes the Jawn Henry steam turbine-electric locomotive. It was built for freight service on the Norfolk and Western Railway (N&W), nicknamed the Jawn Henry after the legend of John Henry, a rock driller who famously raced against a steam drill and won, only to die immediately after.



Turbine technology has made huge advances in the past 50 years. Today, natural gas turbines the size of a household refrigerator can produce 200 Kw of power per unit, and natural gas fires large-scale turbines around the country to provide electrical power. The technology exists. The question is, can an investor make an economic case? Considering the advance of technology, could turbines come back as a motive power for locomotives? What do you think?

Keep strong: These are challenging times!

This is where our hobbies pay off big time. We can ride on dreams of the \$50 dolla Blu Comet, conduct successful repairs to your childhood engines and enjoy great talks with trainiacs around the world. I'm thrilled to see so many videos of toy trains on the go in collections and new designs and discussions about trains. The love of tin, ozone and electronic controls will keep us to stay healthy and motivated. Help each other, support each one, communicating with each other is so powerful in these stressful times. There are lots of folk in my neighborhood walking as a family, giving extra walks and love to the family dog, accomplishing yard and house tasks, exercising and getting to know each other.

The kids here have been chalk-drawing characters and games on my street all the way around my block: Forward and backward hop scotch, exercises, numbers, and all kind of activities. We got a big red heart and flowers on our driveway with the slogan "Peace and love." I clear-coated mine so the rain won't wash it away. We walk daily and talk from a distance about life. We smoked out a garaged 1956 Tbird, '48 Studee pickup, several Hi-pro cars. I found 2 fairly new neighbors who are from Jersey originally, like me. Sandy is working hard with her gardening, reading, figuring out Zoom, fighting the food shopping list (we are on every delivery list we can trying to get a slot. 4 am is a good time!) Be thankful of what you have and help others on their journey during these challenging times. We will win!

We are of the age to easily to get the virus. Senior in age and weakened by heart disease. We are chomping to do more, but counselled against it.

I graduated from Cardio Rehab in March. I had a 98 % blockage of the heart artery. I had a clean out of the blocks and two titanium stints installed. We now exercise at home as our gym / pool is closed. I am feeling stronger day-by-day. I am still tired and nap frequently. I drive my old cars around the neighborhood for their inspiration and cheers / smiles.

I find I need more sleep than before and can't function as I would like. Simple tasks are more of a challenge. Without having gearhead's help with my cars, the lockout makes a simple task into a multiday task. Sandy is counselor to many in the village as she still has the fire in her of nursing services. She is super in my mind.

I have been thrilled at the local response to us driving our ole cars in the neighborhood. Folks out walking, working on their cars, chasing dandelions and enjoying the day. They stop and wave and grin at the passing of my 1930 yellow Ford cabriolet, or 1939 Ford Pickup or the 1940 Mercury four door convertible sedan doing what they can. 2 of my cars have been down since September for repairs. They got their turns yesterday to strut in the sunlight. Bob the stuffed Dalmatian still looks taller and stronger guarding his chicken. My cars and I are so proud they can help serve again.

Thanks for posting STOMPER sightings on the ttml. He appreciated it and send his greetings. He is very busy these days. He did make an appearance at the World's Greatest Hobby on Tour in Chantilly, VA. 30K trainiacs showed up for a stunning 2 days of playing trains. The National Capital Trackers and SGMA layouts were a marvel to behold That event was a target for me. I had been in Cardio Rehab since October and my goal was to able attend and play trains at the WGHT. By golly, I DID IT. Sadly, the fun train shows including York are gone for the season as are car shows: Howard County, Cowtown, Westminster with Maggie's great Bar and Grill, Patina with old tools, Petronella with the gas signage, eggs at the Frederick airport and the many friends we see each year. These shows are the spirit-givers that keep us going. Bragging rights are earned based on junque items of mega-neatness but no commercial value. Now summer events are in jeopardy i.e. Winchester, Berryville, Sully and more.

Be strong as the new us will be better than the old us.

During STOMPER'S short visit he was able to update me on his new engineering improvements. He uses automatically improving power plants. Any new advances automatically fit right in the engine by magic. His old turbines used to burn unobtainium octo-toxide, mixed with prune juice. Now he uses anti-matter catsup. Characteristics are weightless, invisible, powerful and economic. Like rocket fuel, he leaves a wake of special ions behind him of converted antimatter and cheerisms. He cruises at 4.2 times the speed of light. (Ultimate speed is 5.31 times the speed of light. Any faster means he arrives before he departs, which causes a disturbance in the force.) Another neat feature of his fuel is the reconvertableness of the fuel. On his return trip, he uptakes spent catsup and fully converts it back to antimatter and fills his tanks as he travels. (Don't tell no one nothing about the formula for the fuel), On a clear late evening as the Earth's Corona is displaying, sometimes STOMPER fume feathers can be seen if the background is aqua IVES green. Tuesday night with the

biggest moon is up, STOMPER is scheduled to pass out-bound past the moon and nudge it back in orbit.

STOMPER and I wish all the very best. I will try and write more as I can.

Clem

WGHT words By Clem Clement

In February 2020 World's Greatest Hobby on Tour (WGHT) came to town. The National Capital Trackers and the Standard Gauge Modular Association both had large booths of modular layouts. When WGHT visited 10 years ago, 41K folks attended. This time the show hosted about 30 K attendees. Did we have a great time or what?

Trackers John Zampino's huge bridge and all the trains to go with it. Stomper kept a watchful eye on the goings on. Stomper had just returned from his travels. features MESG builds. Stunning works by Jim Waterman were there. The cream loco (in the below video) is right out of a new build. Stunning work.

35 guests dropped by Sandy and Clem's home for some of her famous hot Swedish special meatballs and good chat. This was the last gathering for a while... I miss the gatherings so much. I harking back to the Friday Nite Bunch chaired by the late Bob Marshall, WB&A meets at Cedars of Lebanon with lunch next door at the sports bar after takedown, Timonium shows others, the fun at the lodge and Sharon, and home visits.

Here's 3 links to the fun at WGHT.

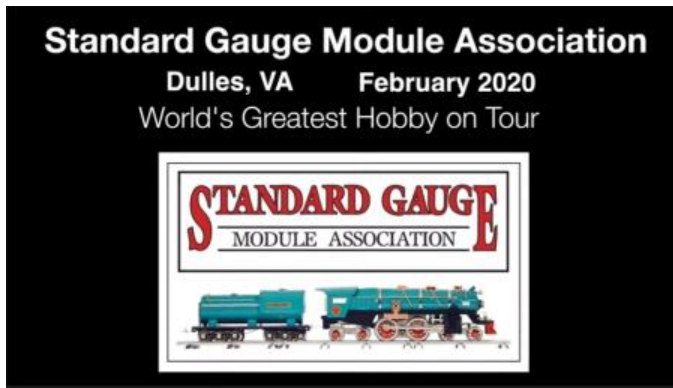
<https://www.youtube.com/watch?v=TovMyEdUxIk>



https://www.youtube.com/watch?v=0z6amFNYk_0



And Ken's super speed take down video
<https://www.youtube.com/watch?v=2vhHRH98zwl>



I hope the new normal include peoples chats together some place. I haven't tole a lie in so long I think maybe I never did.

Anyway, here's to a new season and fun with our peeps and their trains
Clem

Report from the Florida East Coast – Viera Division

March – May, 2020

Bonnie and Gil Baldwin relocated to the Sunshine State in late March, leaving Fairfax just ahead of the wave of Coronavirus closures. Our new home is waterfront in the Viera area of Melbourne, Florida. Viera is a 55+ community and was the former spring training site for the Washington Nationals. We are about a mile west of I-95 and 2 miles from the Florida East Coast main line.

Packing and moving my train collection was an adventure! I sold quite a few pieces, both face-to-face and on Ebay. Several National Capital Trackers provided new homes for some of my collection, another helped by removing all the GarGraves track and switches so I could tear down my old layout. A couple of new members bought my module and a bunch of buildings. Selling the buildings was a relief since even with the original clamshell packaging the shapes are so irregular there's no way to pack them efficiently. What was left filled about 20 copy paper boxes. With a few exceptions I moved only motive power and rolling stock, diecast cars and trucks, and the transformers and TMCC system. After going through all the rolling stock I found cars without boxes, but the weird thing is that I also found boxes without cars. Not sure how that happened!

Florida homes just do not have basements and few have upstairs bonus rooms. I am fortunate enough to have an extra bedroom for my next layout but it is on the small side. (Aren't they always!) A first step in room readiness was to lay down an 8'x10' carpet to help with noise control and to protect the engineered hardwood floor. When you start figuring out what you can do in a room there are always a lot of constraints to work around. The

biggest issues in this room are the doorways. The room entrance door and the bathroom door are on one wall, adjacent to the wall with the closet. So I can build out from the opposite corner which gives me about a 10' x 12' space to work in.

Besides space and door location there are other design considerations which must be figured out before buying any building materials. In my next installment I will look at making the room ready, choice of track, and overall layout concepts.

Layout Construction on Hold

Turns out there are about a gazillion things you have to do when you move, especially when you change states in the middle of a pandemic. Somehow unpacking boxes and arranging a workshop in the garage take precedence over starting a new layout. As April wound down I was stuck waiting for the arrival of a train room carpet ordered from the big orange hardware and building supply store.

I had to get my train fix another way. While reading the May issue of Classic Toy Trains I noticed a letter to the editor from a guy in Melbourne, FL. Maybe I could look this guy up, so I got out my primitive analog *phone book*, which down here is very small. But I found somebody with the same name, gave him a call, and sure enough it was the O gauge fan! Turns out he only lives about two miles away, has a home layout and is a TCA member. Even more amazing before coming to Florida he lived in a Fairfax suburb about a mile from my old home. We will get together when the need for social distancing abates.

In the meantime some decisions have been made. My general configuration will have two independent main lines, with the outer line having 042 curves and the inner having 031. If space was not an issue I would not choose such tight radii but my traditional size trains will handle these tight curves while leaving a little more space for straight track. There will also be a passing/parking siding to the inner loop.

Using a printed backdrop was under consideration for a while. The ones I have seen want to be glued to the wall and that is not going to happen. Stapling up backdrops causes minimal damage as the holes from staples are so small that latex paint alone fills them in. But sadly, stapled backdrops tend to sag after they've been up for a while. They are also pretty low, usually only 16" or 18" high. Unfortunately I am not a talented enough painter to paint a background, and I don't want to be forced to repaint the whole room in the future. I had that experience with the "green mountain" iteration of my Fairfax layout and I don't want to do it again.

Toward the beginning of May the carpet finally arrived! The 8'x10' carpet defines the extent of the layout in order to provide a reasonable amount of access.





Track Planning, Shopping, and Some Carpentry

With train room prepared I'm about ready to get going with some building. I have a big shopping list of lumber and hardware items to procure before I can start, so it is time to mask up and head to the combination ACE Hardware/East Coast Lumber/tropical garden center for an outing. Bonnie and I looked like we were out to stick up a convenience store!

As time has gone on my layouts have become more toy-rail than hi-rail. Decoration and scenery is minimalist and impressionistic. Construction is lightweight, and stresses accessibility, noise mitigation, and ease of assembly. To the extent possible everything will be built, installed, and connected from the top side. No getting down on the floor or working from underneath! I like be-



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ing in the center of the action, so there will be a center opening big enough for a couple of people and chairs. Getting into the layout means I will have a liftout bridge section.

The layout's configuration will be an 8'x10' rectangle with one corner shaved off at a 45 degree angle to allow better access to the bathroom. This also makes for more visual interest than four 90 degree corners. Each "wing" of the layout will be 24" deep, so a Tracker ought to feel right at home as that is the standard module depth.

There will be no backdrops. I have some very shallow building fronts to suggest an industrial setting and a good lead on some more. The wood anchor strips along the two walls will be screwed to the walls using plastic anchors. Of course this violates the "don't damage the walls" prime directive, but these holes are easy to patch and touch up when the time comes. Here is where the surprises began. In Florida's CBS (concrete block and stucco) houses there is only about an inch of space behind the drywall before you hit the cinder blocks. This rules out using molly bolt anchors or even long screws.

The track selected is K-Line Shadow Rail tubular acquired from a variety of sources, including three Ebay purchases, stuff I already had, and from a fellow Tracker. I bought a pair of used O31 turnouts on Ebay which will allow including a passing/parking siding. I used a makeshift planning table to test the track configuration. Yardsticks taped to the card table ensured that what I wanted to do with the O42 and O31 curves and turnouts would fit into the space available.

Gil Baldwin

Stomper Report

During the WGHT last February we had 2 huge Standard Gauge layouts, STOMPER attended in all his glory. There is a neat video in time lapse with STOMPER in one place. Fooled the camera, he did. Official reports are trickling in that he visited the second planet past Pluto in the tyoqwutxzz galaxy between blinks on the video. His guidance control module is so good he looks like he is parked. Not so. He went to pick up Hazelnut shells to clean his turbine's blades. STOMPER's new fuel...Antimatter catsup ...is working fine.

He also make a trip surfing the time continuum. Time moves in space like ocean waves. He wanted to surf the leading edge of the wave when Alley Op was riding his pet dinosaur. (Remember those comics??) He reports that the dino's gait was hoppy and awful slow. Due to the dino eating prehistoric giant ferns and terakatal's ears, the dino's aroma-moments are ghastly and nasty. STOMPER'S exhaust plume set himself on fire and he jumped ahead 234235.4 years. STOMPER'S return trip to the show was quicker because he went the other way around. STOMPER was so proud to be playing with the likes of Jim Waterman's GG1, the huge gray steamer and Clem's graffiti train. (I hope you all signed the train) Clem At the WGHT show



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



Upcoming Events

Due to the ongoing pandemic, we are not listing any upcoming events. The scheduling of many events, even as far out as next year, has been curtailed.

Please check our facebook page where we will try to post schedules as we learn of events.



Look who just joined WB&A!!!

Due to the ongoing pandemic, we have not had any new members during this period. However, we have lost two.

Robbie Schroeder of Waldorf, MD. Robbie was our "Parts Man" at most of our WB&A shows.

Bill Brown of Adamstown, MD

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.

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