

Vol. 22 No. 1

Jan.-Mar 2021

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<https://wba-tca-eastern.org>

www.facebook.com/wba.chaptertca

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President: Tom Salen

Vice Pres: John Buxton

Treasurer: Michael Ackerman

Secretary: Bob Gray

Directors:

Nada Boswell

Robert Heine

Skip Lee

Arnold (Arne) Meyrow

William (Bill) Moss

Eastern Division Representative:

David Eadie

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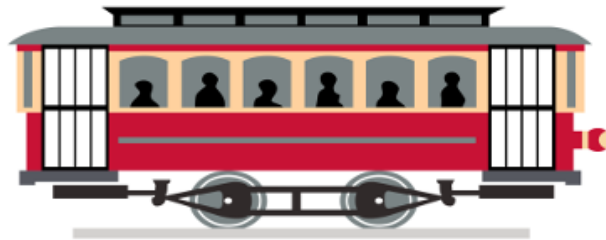
Train Shows: Skip Lee

Annapolis: 443-618-6866

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"The Trolley" The Official WB&A Newsletter



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

Message from your President

As we welcome the new year I want to wish everyone a healthy and happy 2021. We say goodbye to a year that none of us will probably ever forget (but probably would like to) looking forward to a return of a normal we are more familiar with, one in which we are able to hold train shows and meets.

But first, I would like to thank everyone for their patience, effort and diligence in keeping our club active and moving forward last year.

Thank you to the board of directors, whose work helped guide and direct our efforts for what we were able to get done online this year. Thanks to our membership for joining us online through our zoom meetings, being unable to meet in person. A special thanks to the following, Paul Pullen, our editor of the trolley never missed a publication, Bob Gray redoing our website and keeping it up to-date, Skip Lee and Karl Taschenberger, who gave us our only successful train show last year. We look forward to their in person shows again! A special thanks to Nada Boswell who after years of being our club secretary stepped down to take a seat on the board, and Dave Eadie for all the e-blasts which kept us informed about upcoming meetings.

We welcome anyone with any skills who is willing to pitch in and help, you don't have to be a board member to do so!

But, congratulations to all those that ran this past November and were elected to the board of directors with one of the biggest ballot returns in a long time.

In January the board will be meeting again to determine and plan for this year's events. With optimism I see us back in the swing of things by mid year able to do the schedule we have done in past years! I look forward to seeing everyone in person again!

Tom Salen
President WB&A



Treasurer's Report as of

By Michael Ackerman

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

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

Check Book Balance - Dec. 1, 2020 \$30,649.62

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

	Expenses	Revenue
Annapolis Show 2020	3044	3785
Membership Dues 2019 (8)		120
Membership Dues 2019 prepaid(215)		*3225
Membership Dues 2020 (166)		1320
Membership Dues 2020 prepaid (78)		*1170
Membership Dues 2021 (27)		405
Membership Donations		21
Trolley 2020	651	
Kids Korner	50	
Web Site	680	
Train Set for Drawing	487	295
Election Expenses	195	
Miscellaneous Expenses	904	

* Note: Revenue listed as "prepaid" was received before January 1, 2020 and is therefore not accounted for as revenue for 2020 since it was included in the Check Book Balance of January 1 2020.

WB&A Board of Directors Meeting

WB&A CHAPTER – TCA
Saturday, June 6, 2020
On-Line Teleconference

Meeting Start Time: 10:00 am

Meeting End Time: 11:30 am

A quorum being determined, the meeting was called to order by Tom Salen President

OLD BUSINESS

President's Report – Tom Salen

Tom Salen opened the meeting by welcoming members to the WB&A General Business Meeting. A quorum was in attendance.

Secretary's report – Written Minutes from the November 2019 Business Meeting were given to all in attendance. A motion was made to accept as written, seconded and unanimously approved. Board member Bob Gray will record minutes for this meeting. (See Attached #1)



TOP TEN WB&A BENEFITS

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

Treasurer's Report – Michael Ackerman

Michael Ackerman presented the Treasurer's Report and reviewed recent WB&A receipts and costs. Annapolis Show a success. Membership dues coming in. Club maintains a very stable balance. Questions from floor about membership dues billing and WB&A Train Club tax status. Discussion of a discretionary fund to cover membership fees for members facing financial hardship. A suggestion was made to inform members through the Trolley Newsletter that membership dues will be covered by WB&A for any member in financial need. A motion was made to accept the report, seconded and unanimously approved.

Membership Report – Bill Moss

Bill Moss noted the deaths of WB&A members Bill Brown and Robbie Schroeder. Membership is 240 as of today. Further discussion of covering dues for members in financial difficulty. The WB&A Board will discuss the establishment of a "Benevolence Fund" to assist members with TCA and WB&A dues. A motion was made to accept the report, seconded and unanimously approved.

Eastern Report – Dave Eadie

Dave Eadie reported that TCA-Eastern Division Vice President Peter Primiani passed away. His position will be

filled by TCA Past President John Zobel. It is very likely that the November 2020 York Show will be cancelled. The financial impact of cancelled TCA-Eastern Division events was discussed. The disposition of pre-registration fees for cancelled events will be addressed at the next TCA-Eastern Division board meeting.

Upcoming Events

Bowie Knights of Columbus Public Show. (November 2020)

Karl Taschenberger reported that 70% of tables for the show are either sold or reserved. A kids' train has been obtained. Two additional train layouts have been scheduled. We have until October 1, 2020 to finalize plans with the Bowie Knights of Columbus facility. Karl recommended that we proceed with planning for the show. Discussion followed on whether the show could be held in light of the Coronavirus pandemic.

Potential Annandale Firehouse Public Show

Tom Salen announced that Bill Barber has volunteered to coordinate this event.

2021 Annapolis Elks Lodge Public Show (February 2021) November 2020 Business/Swap Mini Meet

The November 2020 Business/Mini Meet will probably be via ZOOM.

Upcoming Elections for WB&A Board

Three board positions will become vacant this year. More information of filling those vacancies will follow.

Trolley Newsletter

Thanks to Paul Pullen for his work on the WB&A Trolley Newsletter. Paul requested articles and/or pictures for next issue by June 10.

Future ZOOM Conference Calls

Tom Salen proposed future ZOOM sessions featuring members' Home Layouts, Show & Tell, and How-To Sessions. Hopefully once a month. Ralph Graves volunteered to do a Show & Tell Session.

Guest Speaker

Clem Clements reviewed TCA Standards Committee's - Operational Standards

Clem demonstrated O-gauge version of the Double Helix (Train Tower)

Unusual truck design

National Toy Train Museum Update

Carol McGinnes is coordinating the appraisal of collections.

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



Attachment #1 WB&A GENERAL BUSINESS MEETING MINUTES

Sunday November 2, 2019

**Knights of Columbus
Bowie, Maryland**

Meeting Start Time: 8:00 am

Meeting End Time: 9:00 am

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

Tom presented the Treasurer's Report, 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 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

Bill Moss presented the membership report. 2019 dues reminders were sent out. Of our 228 members 187 have paid 2019 and 49 have paid 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

Dave 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

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

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 needed.

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 am.

Membership Moments ***by Bill Moss***

We finish the year with some good news by reporting that although we have lost a few members, we have also gained 2 new members and 1 returning member during November which brings the total membership to 227 as of December 1, 2020. This means our hobby and the WB&A are still active even during this long year.

I personally look forward to my mail deliveries of WB&A dues to keep me busy and connected to our members until we can return to meeting again at shows and meets. Until then please use the Membership Renewal Form found in this issue to pay your

2020 dues and your 2021 dues if you so choose. We will continue to meet by Teleconferencing 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 see you in person sometime in 2021. Do you remember the joke "I saw the light at the end of the tunnel, but it was a train coming the other way"? Well I see the light at the end of the pandemic and hope there will be train shows coming soon.

Annapolis Show Update

Skip Lee

Greeting WB&Aers:

My oh my, these are some challenging times. As an avid Train Show Goer, I miss the sights and smells of post-war trains, the horse trading that goes on in the isles, the incredible deals I've negotiated, but most of all I miss the friends I've made over the years. That seems to be the ONE factor that is most troubling. Not being able to see my friends and have face to face conversations about trains is a void not easily filled. Perhaps there's some good news ahead.

As many of you may already know, the upcoming Arbutus, Greenberg, and Great Scale shows on the Maryland side have all been cancelled. However, there's hope that based on the availability and possible distribution of the COVID vaccine, we might very well be able to host the WB&A Annapolis show after all. The timing of things is out of our control but our Board has invested in us the confidence to move forward with planning Annapolis and preparing for the BEST Train Show, ever!

Our vendors have been loyal for the past four years so we will definitely reach out to them first but should there be opportunities, we will use the e-mail addresses of our chapter to communicate additional opportunities for members to join in the selling. Anne Arundel County Health Department will play a major role in the composition and facilitation of this event. We will need to see where we are as a society at that time. There are many variables to consider but isn't it exciting to have something tangible to look forward to? We hope with this amount of notice that you will consider putting this show on your calendars and coming out to support the chapter while also gaining early access to the vendor tables (Exclusive Access for members from 9:00am to 10:00am

when the show opens to the public). This is a perk of your membership dues so please consider taking advantage of the opportunity. Also, consider bringing a friend and have them register that morning to be a member and enjoy immediate, FREE access to the show.

We'll have to see where the National Trackers are by then. If you've never been to Annapolis, you are in for a treat if the Trackers can make it this year. They bring their modular pieces and create the most amazing display for our guests. And, the Elks provide an elevated observation platform for the kids so that they get eye-level view of the trains without the need for their parents to hold them. It's quite the spectacle.

Please know that we can ALWAYS use a couple sets of extra hands to assist in setting up the show for our vendors. If you are available on Saturday afternoon February 27 around 3:00pm to assist with cleaning up the Hall and setting up the tables and stage, as well as possible assist vendors bringing in their goods, that would be awesome! The show is set to open on Sunday morning February 28th at 9:00 for members and with the possible sneak peak late of Saturday evening for members.

Thank you all for your enduring support of the Annapolis Show over the years and as for the Show Committee of Karl Tashenberger, Brian Tashenberger, Bob Ferguson, Jim McNally, and Skip Lee, we want to wish you all the safest and happiest of Holidays and the Best New Year Possible.

Historian's Corner

January, 1956: The Train Collectors Quarterly celebrated 1 year of publication. (Edition Vol.2:No.1) Burton Logan, TCA#1, made his comments and continuing as TCA President.

In this edition, TCA Member, Nelson Molt, TCA# CM-42, wrote a bit about the history of toy trains. He says "Railroad history starts in the late 1830's and it is fair to assume that there were no replicas of these early locomotives and cars that were not models, and as such, there could be no general use of them as children's toys. Although some toy trains were made earlier, the railroad's expansion to the West Coast at the end of the Civil War (in 1865) brought trains to the fore as a universal toy."

Think about that. Your hobby started in the U.S. around the year 1865. (That's 154 years ago!) As a point of reference, in Germany the first trains were created in 1838. (That's more than 180 years ago!) There are toy trains out there that were played with

since the mid to late 1800's.

Based on traditional beliefs toys were designed specific to gender. Girls had dolls, boys had marbles and trains, and blocks were available for boys and girls. Many toys were made of wood, and tin as it became available, and mass production was not common. Most toys were handmade, with some created by individual craftsmen or small local shops.

In the 1800's tin, bisque, and porcelain became popular for toys. Model trains followed these trends with their materials. As train travel became popular children became fascinated by toy trains. And then there was the electric trains which became a more widespread toy in the 1910's with advertising becoming a powerful manufacturer's tool.

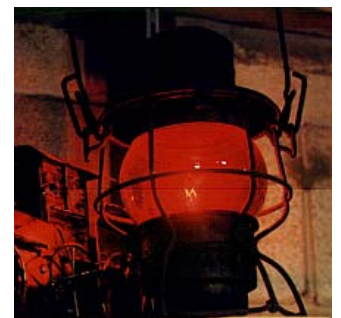
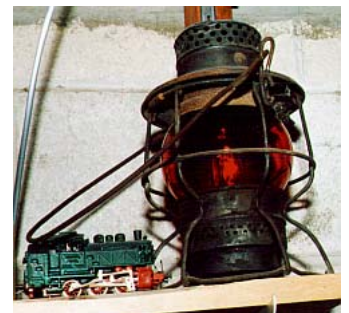
Perhaps it's time to step back into such a simpler era. Don't let the rush and bustle of this generation take away the curiosity and amazement of our hobby. Become as a child, with the wide-eyed wonder of a new train, a new accessory, or a fallen flag (of a dissolved or bankrupt railroad). Whatever your inclination: PreWar, PostWar, or Modern enjoy your trains!

Happy holidays!

Carol.McGinnis74@verizon.net.

Yours in train-ing. Carol, HE95-41066

Just putting a little light on the subject.





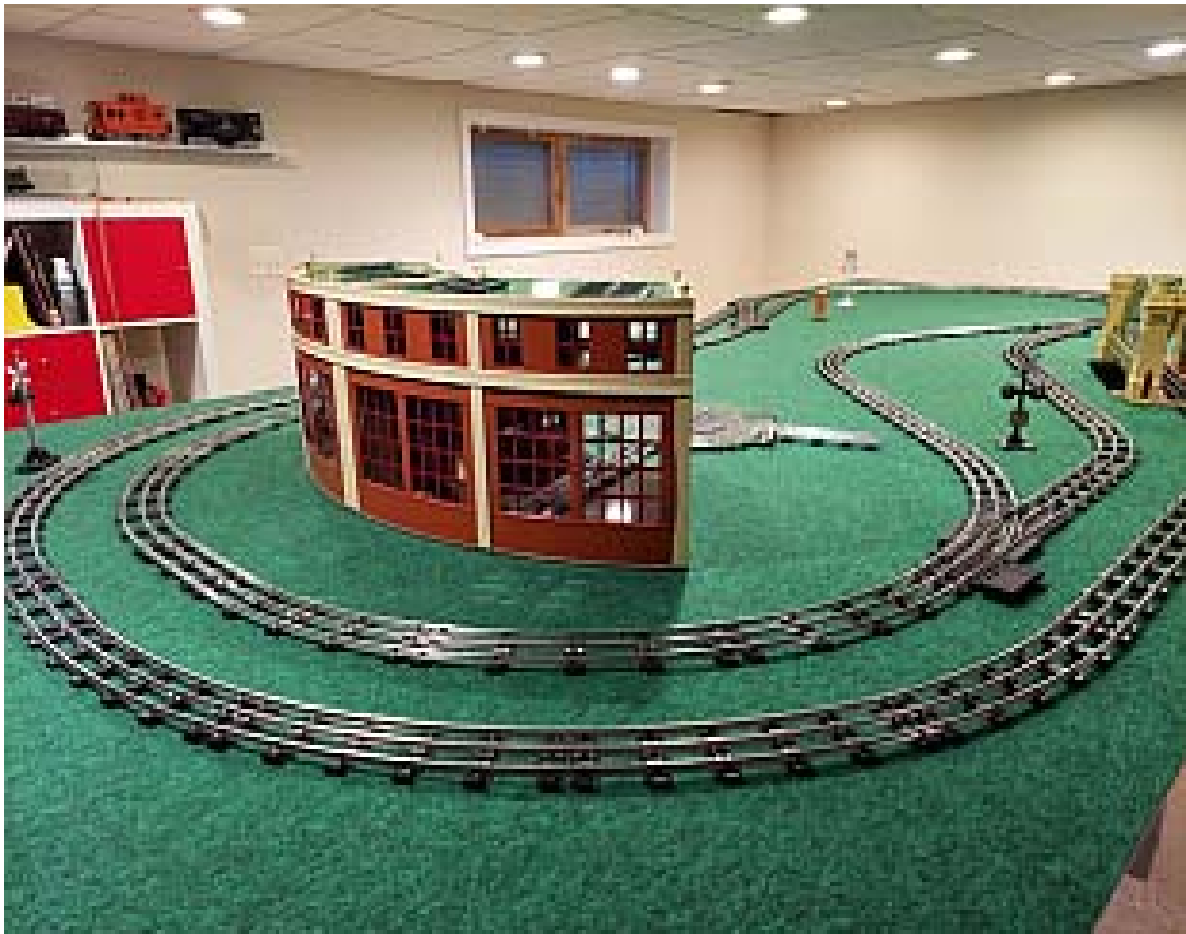
View from the Observation Car

By George Tsakiris

Building a Standard Gauge Layout: Part 3 – I've Been Working on the Railroad

In the last article mentioned the trackwork would be laid and phase one of the project finished. Well, not quite but getting there.

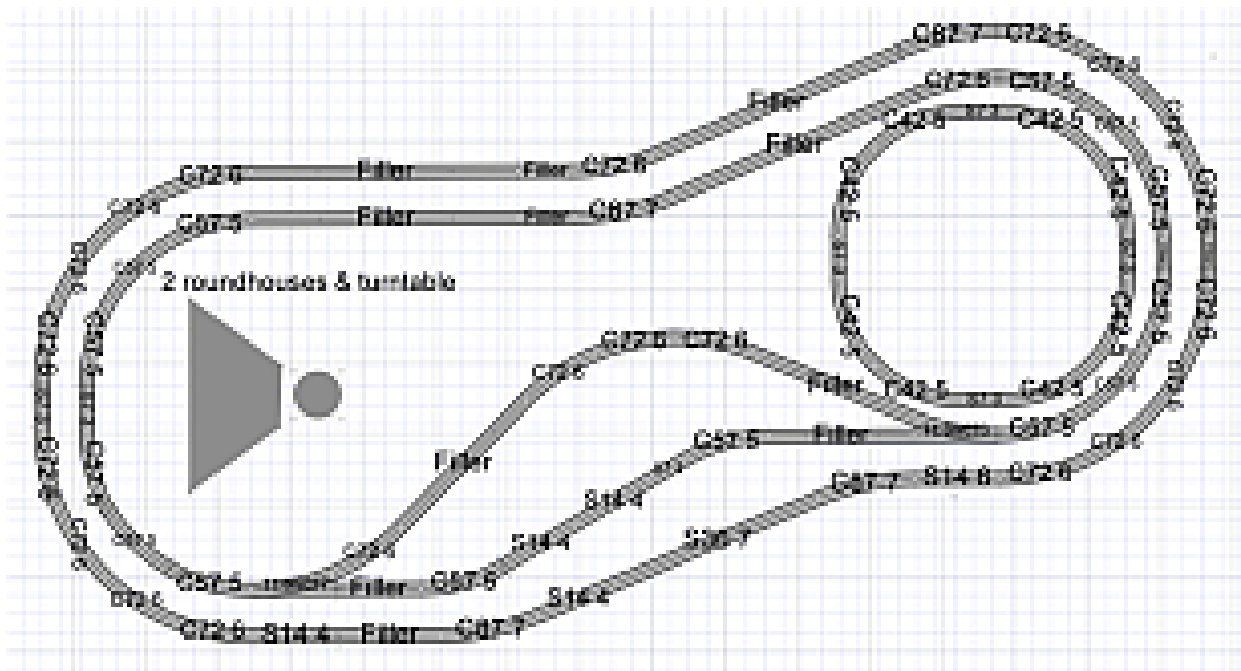
Mainlines and siding are in place (see photo below) and then been designing the track plan within the two mainlines. While some folks may be able to do a total design at one time, I needed to build the mainlines, see in-place trackwork, and then design the interior track plan.



Two #444 Roundhouse units cleaned, polished, track added, and overhead shop lights wired.

Went through 10 iterations of interior track plans. Was thinking of adding a third inner loop along the whole length of the layout but it looked too crowded by the roundhouse area. Also, tracks are being added around the turntable (besides those leading to the roundhouse) to display rolling stock and adding a water tower and coal-tower. So, want to maximize the track length off the turntable spokes.

There is a third loop but is being added to the opposite side of the layout. See the track plan below.



Interior track plan with added third loop

The two roundhouse units are reproduction units from the 1980's (?) and were received in good shape except for a few scratches and decades of dirt. Cleaned and polished the units. The two overhead shop lights were not wired. Had to take out the OHM meter to figure out grounding the bulb base and then adding and routing a positive wire. Using 18v lamps and providing 14V accessory power to save bulb life.



VoltAmp Trolley negotiating the Hellgate Bridge



#4 switches provide a smooth transition between loops. Switches are huge, back-to-back length = 44 1/4"

Next installment: interior trackwork laid, wiring completed, and accessories added. A completed phase one, honest! Stay tuned and be safe!

RAILROAD SPEEDERS

By Bob Gray

Does your layout or collection include a railroad speeder?

Railroad speeders, also known as motor cars, were once an integral and important part of railroad maintenance, allowing crews to both inspect their section of railroad track as well as transport them to wherever they may be working. As roads and automobiles improved, speeders were replaced by utility trucks and cars that came equipped with rail wheels.

Rail inspection is the practice of examining rail tracks for flaws that could lead to catastrophic failures. According to the United States Federal Railroad Administration Office of Safety Analysis, track defects are the second leading cause of accidents on railways in the United States. The leading cause of railway accidents is attributed to human error.



Railroad speeders, were once an integral and important part of railroad maintenance. After its inception in the late 19th century the speeder became a staple of a railroad's maintenance department. As roads and automobiles improved, speeders were replaced by utility trucks and cars that came equipped with rail wheels.

In addition to the inclusion of a "speeder" on your layout, you might consider adding a model of the structures used to store these vehicles such as the one shown below. It is based on a typical speeder shed or tool house found on most railroads.



Speeders evolved from up-and-down handcars in the 1840s to steam-powered cars in the 1860s to gasoline versions in the 1920s. The latter were available in open and closed styles.



Classic railroad speeders date back to around 1893 when the Sheffield Velocipede Company developed a primitive gasoline engine motor car. Just a few years after, Sheffield developed its early motor car, the company was purchased by Fairbanks-Morse, most famous for its line of diesel locomotives years later.

Early speeders featured little in the way of amenities outside of their two-stroke, gasoline powered engines. Most were no more than 5 to 7 feet in length, held two persons, were open-air designs, and weighed just a few hundred pounds. Only one featured an enclosed cab. Of all the manufacturers which built speeders over the years, unquestionably the Fairmont Gas Engine and Railway Motor Car Company was the most successful and well-known. For 80 years between 1911 and 1991 Fairmont built speeders, around 73,000 of them and even today they can be seen in use, particularly by hobbyists which prefer them over other models.

Adding a speeder and a speeder shed to a layout is a way to acknowledge these little work vehicles role in the history of railroading. They are fascinating because of their simplicity, their varied means of propulsion, and their continued use as recreational vehicles. Speeders have become a very popular hobby and it's not uncommon to see them traveling along tourist lines and abandoned routes.

For pure entertainment and to see a speeder in action, check out a short film starring Buster Keaton. Keaton is best known for his silent films, in which his trademark was physical comedy with a consistently stoic, deadpan expression. The film is full of sight gags as Keaton putt-putts his way to British Columbia. Not a word is spoken as Keaton travels across Canada. You can watch this gem on YouTube at: <https://www.youtube.com/watch?v=EiqgxyZeDXo>

The Terra Cotta Train Wreck

By Bob Gray

Washington, D.C. - At 6:31 p.m. on December 30, 1906 a locomotive pulling six empty cars crashed into the back of a passenger train in dense fog, killing 53 and injuring more than 70. This accident and others spurred much needed changes in railroading regulations.

The local train, consisting of three wooden cars, was traveling from Frederick, Maryland, and was fifteen minutes late. It was just pulling out of Terra Cotta station (near the present site of the Fort Totten Metro station) when it was struck from behind by a "special equipment train," traveling at full speed, about 65 mph. The heavy locomotive, which sustained very little damage, ploughed through the rear two cars, sending bodies and debris flying for a quarter of a mile on both sides of the track.

The accident was described by Brawner Hatfield, a student at the nearby Catholic University.

The gateman yelled "My God! She's wrecked!" That was all I needed to start up the railroad tracks at a pace calculated to cover one mile at the best steady speed.

In a few minutes I came to a huge locomotive, hissing leaking steam. In the darkness I could vaguely make out its engineer running around in circles, wringing his hands and crying, "I swear, I thought it was on the siding where it belonged."

A conductor in the little ramshackle station was yelling into a telephone, "The excursion train was not on the siding where it should've been, and we rammed clear through it! Send ambulances, doctors, and nurses as quickly as you can! And wreckers to clear the tracks!"

Despite its nearness to the capital, Terra Cotta Station was an isolated place, just serving a few houses of employees of the nearby Potomac Terra Cotta (Tile) Company. The first help came from Brookland about a mile away, and it took nearly an hour for a relief train to arrive from Washington to begin taking away the dead and injured (and a further hour before it departed).

In 1906, the railroad operated by the "absolute block system", which should have prevented any other train from entering a "block" of track when it is occupied. The empty train should have been stopped at Takoma Park until the passenger train had moved out of the block. The operator at Takoma Park stated that his signal lights



WB&A CHAPTER 2020/2021

MEMBERSHIP RENEWAL / NEW APPLICATION

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

Chapter : **2020 dues are \$15; 2021 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

were burning red ("danger") when the empty train passed, corroborated by three other people. The engineer claimed he slowed down and looked for the signal, but could not see it. In such a situation he should have stopped, and yet he continued running at great speed. The operator immediately telegraphed the operator at University station: "No. 2120 has gone by my red light, going like hell". The tower operator at University station confirmed that he received the message.

One misunderstanding that contributed in large part to the disaster was that Takoma Park station was closed between 6:30 pm and 6:30 am each day, when no signals would have been displayed; in these circumstances the previous block (controlled by signals at Silver Spring) extends beyond Terra Cotta. No. 2120 had received a clear signal from Silver Spring, so the engineer believed he was cleared through to University. Further inquiries also revealed that the engineer had been on almost continuous duty for 33 hours and had not had a full night's sleep for 57 hours.

Four men were charged with manslaughter — the engineer, conductor, brakeman and fireman of train 2120

— but after a lengthy trial all were found not guilty due to lack of evidence. Nonetheless, the Interstate Commerce Commission blamed them, claiming all were negligent. It did reserve some criticism for management, though having received "evidence indicating that the railroads have overworked and poorly paid men manning these safety devices and that, in the effort to rush traffic, men on trains are encouraged to be careless about heeding danger signals". The ICC also banned wooden body passenger car construction.

Note: At the time of this tragic accident, Bob Gray's grandfather was a 17-year-old student at McKinley Technical High School in Washington, D.C. On the day following the accident he traveled from his home on New York Avenue, NW out to the site of the crash as did hundreds of other Washingtonians. An avid railroad fan throughout his life, my grandfathered share his recollections of the incident with me on many occasions.



Editor's Note: There is more information about this train wreck at:

https://en.wikipedia.org/wiki/1906_Washington,_D.C.,_train_wreck

***Don't miss out on the chance to win the WB&A Drawing for an MTH Rail King Imperial 4-6-2 K4 PRR Pacific Steam Engine w/Proto-Sound 3.0 with PRR work caboose and hopper car. (runs on O-31 track)
Product Item Number: 30-1743-1***



***Contact our Membership Chairman for tickets. Send a check to Bill Moss, 6929 Standish Drive, Hyattsville, MD 20784
Your tickets will be sent to you by return mail.
(1 for \$5 or 6 for \$25) Only 500 tickets are being sold.
Drawing to be held in January, 2022.***

wba-tca-eastern.org **The Official WB&A Website**

Are you visiting the WB&A's website at <https://wba-tca-eastern.org> to see the latest information about club activities? The site includes the following sections:

1. **Home** – Where you will find out about current events and announcements
2. **Who are we?** – A short description about the club's history and organization
3. **The Calendar** – Including meetings, shows, and club events
4. **Upcoming Events** – Detailed descriptions of future club happenings
5. **Membership Information** – Detailing the club's affiliation with the TCA, benefits of membership, and how to manage your membership
6. **A Membership Renewal Form**
7. **Show and Tell** – Where members are invited to share their train hobby interests such as collecting, scale modeling, operating, and railfanning
8. **Photo Gallery** – Collections of images from club events
9. **Videos** – Highlighting club events and the layouts of members
10. **Past Events** – Recollections of previous WB&A activities
11. **WB&A Officers** – A listing of WB&A officers and their contact information
12. **Trolley Newsletters** – Copies of every issue of the club's fantastic newsletter
13. **About the WB&A** – More information about the club's connection to the TCA and our dedication to collecting and operating toy, model, and scale trains
14. **Links** – A listing of interesting and useful websites related to our hobby

Each of these sections includes a button for you to ask questions, make suggestions, or offer your assistance with club's endeavors. Our website manager would appreciate hearing from you.



TRAIN DRAWING

The 2020 train drawing ticket sales have been extended through 2021 with a REVISED DRAWING DATE of JANUARY 2022.

If you have purchased tickets this year with drawing date of January, 2021 they are still valid and will be part of the drawing in January 2022.

We do not know how many shows and meets will be scheduled during 2021, but you will still be able to request drawing tickets by submitting the form in our Trolleys. Ticket requests are not restricted to WB&A members, so think about any friends who would be interested. Please remember to complete the form clearly including your name, WB&A membership number, phone number and mailing address. You may include any ticket request with your dues payment to receive your tickets with your membership sticker. Thank you for your support. We hope to see you in person during 2021.

Bill Moss
Membership Chairman



Editor's Note:



In the last issue, I included an image of Hamburger Junction, a small restaurant that was located on Joppa Road in the Parkville area of Baltimore County, Maryland. After we went to print, I received two messages about the restaurant--one from Bill Moss, who grew up in the Gardenville area of Baltimore saying he remembered the restaurant for its delivery of your meal by Lionel train if you ordered it at the counter. My parents had taken my brothers and me to Hamburger Junction once and we marveled at the train delivery system. For years, as we traveled Joppa Road to and from Kingsville to go into the Baltimore, we passed the restaurant.

Then, John Recny e-mailed me the following: "It would be great to see if any members had interior photos of the Hamburger Junction shown near the end of the last "Trolley" newsletter." He also added "I grew up near Akron Ohio and a local "Revco" drug store had an O-gauge train set up between the cashier in the front of the store and the pharmacy in the back."

I am asking the members about other locations that used Lionel trains for delivery of a commodity like either Hamburger Junction or the Revco in Ohio to write in about them and include a picture if you have one.

Thanks!

Paul Pullen

(See the next page for more on Hamburger Junction.)



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Description	Interior views of Hamburger Junction showing customers, chef and motorized counter train located at Harford and Joppa Roads
Date	12/09/1956
Caption	int view Hamburger Junction
Search Terms	Businesses Restaurants Workers
Source	Baltimore Gas & Electric Company
Object Name	Negative, Sheet Film
Collection	BG&E Print and Negative Collection



Originally from:
www.carneymaryland.org/Hamburger%20JuncOon%20Page.htm,
 then from;
cvining.com/hamburger-junction:

"Hamburger Junction"
Remembering fond memories of bygone days

Razed on May 16, 1965 at Harford and Joppa Roads, this fore-runner of the fast food restaurant was well known for it's novel delivery of menu items. Food was served up via miniature electric train by tracks laid on the counter top!

Known primarily for the unusual service, Hamburger Junction was also known for its great menu items and reasonable prices. Although only in existence for roughly nine years, this icon attracted customers from not only the Carney area, but from all over the country. Torn down in the early sixties to make way for "development", this legendary eatery is still talked about fondly to this day.

Area resident, Johnny Lewis, came to Hamburger Junction with his sister for a soda, and stayed to watch the little engine do its job hauling food to the customers.



Upcoming Events

- Feb. 28, 2021 WB&A Annapolis Train Show
- Apr. 22-24, 2021 Eastern Div. York Meet, York Fairgrounds
- Jun. 19-27, 2021 TCA 67th National Convention
- Oct. 21-23, 2021 Eastern Div. York Meet, York Fairgrounds
- Apr. 29-30, 2022 Eastern Div. York Meet, York Fairgrounds
- Oct. 21-22, 2022 Eastern Div. York Meet, York Fairgrounds



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Share Your Memories

Please send any train-related articles, stories, and/or print-ready photos for consideration in any upcoming publication of "The Trolley" or on the Chapter Web Site. Send via e-mail to:

pullenp@gmail.com

**DEADLINE FOR SUBMITTING ARTICLES
FOR Apr.-Jun. 2021 TROLLEY
March 10, 2021**

WB&A BoD Meeting

- When: January 9, 2021
- Where: Virtual Meeting
- Time: 9:00 a.m.-1:00 p.m.

Join the WB&A Board of Directors

Agenda: Officer reports, Eastern Division report, Upcoming Events, Open Discussion.



Lucas Seibert
Gary Cameron

Look who just joined WB&A!!!

Shady Side, MD
Silver Spring, MD

RETURNING MEMBER!!!

William Printz Kensington, 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.

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



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restored back to greatness.)



MARK YOUR CALENDARS

Annapolis Train Show

February 28, 2021

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.



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www.tca-western.org

The Convention Committee of the Western Division will host the 67th National TCA Convention

June 19 - June 27, 2021

**Online Registration will
commence March 1, 2021.**

