

Vol. 22 No. 2

Apr.-Jun. 2021

Editor - Paul Pullen

pullenp@gmail.com

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

www.facebook.com/wba.chaptertca

WB&A Board of Directors Officers:

President: Tom Salen

Vice Pres: John Buxton

Treasurer: Michael Ackerman

Secretary: Bob Gray

Directors:

Nada Boswell

Charles Doring

Robert Heine

Skip Lee

Arnold (Arne) Meyrow

William (Bill) Moss

Eastern Division Representative:

David Eadie

Key Contacts:

Secretary: Bob Gray

Phone: 301-367-7447

E:Mail: bgray5002@yahoo.com

Membership: Bill Moss

Phone: 301-322-9080

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

President's Message

As we come out of the dark winter tunnel of COVID, the light we see at the end of that tunnel is that of spring, (You know the bad joke that the light you see is that of a train coming.) with the possibility that by the end of the year we will have returned to some sort of normal!

The road to future train events and recovery requires everyone to be vaccinated as soon as they are offered an opportunity to do so. For those who know Dan Danielson, Dan will tell you that the vaccine is a lifesaver. After receiving his first shot, Dan tested positive for COVID-19. Symptoms were minor, and lasted less than 48 hours. He is doing well a week after his positive test. We are still not out of the woods quite yet with Covid.

TCA and Eastern Division are still erring on the side of caution. You are probably aware that spring York has been canceled. Although we see more and more flyers of groups starting to hold train events, I wonder if the public is comfortable enough to attend, to have a successful show, knowing that the feedback we are receiving from TCA and our membership is that they are still uncomfortable in participating. My definition of a successful show is where the public, club members, vendors are all able to come away satisfied. One obstacle that we're going to have to overcome going forward is the number of our locations we use, have not opened back up yet. Yes, State and local governments continue to roll back restrictions, because of pressure from businesses struggling to stay alive and to get back to normal. We are not a business, but a club, with a hobby whose mission is to the study the history and collection of toy trains.

The Board of Directors will be holding a meeting on March 27, on Zoom. Board meetings are open to membership to attend. If you would like a Zoom invitation please contact one of the board members and we will get you an invitation link. We will be discussing our calendar for the months ahead, as well as our June mini meet. Since we are not quite yet back to normal, I would like your feedback on the possibility of having a mid summer event outside.

Our mini meet on June 6th will be on Zoom most likely. The lodge we normally use has not been opened back up yet. For this meeting, we are in need of a volunteer for a guest spot, those who stayed last time were treated to a beautiful train room and operating layout from George Leah, one of our members. Thank you George for sharing! (Cont'd on Page 2)



Treasurer's Report as of March 1, 2021

By Michael Ackerman

The Chapter's financial activities for Jan. 1, 2021 through March 1, 2021 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, 2021 \$30,872.80
Check Book Balance - Mar. 1, 2021 \$31,415.55

Significant Activities Jan. 1, 2021 thru Mar. 1, 2021

	Expenses	Revenue
Annapolis Show 2021		
Membership Dues 2020 (21)		315
Membership Dues 2020 prepaid(171)		*2565
Membership Dues 2021 (36)	81	540
Membership Dues 2021 prepaid (38)		*570
Membership Dues 2022 (1)		15
Membership Donations		
Trolley	150	
Kids Korner		
Web Site	40	
Train Set Drawing		55
Train Set Drawing Prepaid 2020	*487	*220
Election Expenses		
Miscellaneous Expenses	112	

* Note: Revenue and expenses listed as "prepaid" were received or paid before January 1, 2021 and are therefore not accounted for as revenue or expense for 2021 since they are included in the Check Book Balance of January 1, 2021.

(President's Message Cont'd) Anyone willing to do a guest spot can do so on one of these subjects, open house, show and tell, how to do, or choose your own.

Yes, as we come out of the tunnel and in to the light, we will again be doing what we love to do, playing with trains!

Be patient, stay well and safe!

WB&A President
Tom Salen



TOP TEN WB&A BENEFITS

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

WB&A Board of Directors Meeting

WB&A CHAPTER – TCA

Saturday, October 17, 2020

Via ZOOM

Meeting Start Time: 10:00 am

Meeting End Time: 12.45 pm

In Attendance

Present: Tom Salen, Nada Boswell, Mike Ackerman, Dave Eadie, Bill Moss, Karl Taschenberger, Arnie Meyrow, Bob Heine, Bob Gray

Absent: John Buxton and Skip Lee

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

Opening comments by President – President Tom Salen welcomed the group and thanked them for their participation at this difficult time of the Covid 19 pandemic.

OLD BUSINESS

Secretary's Report – Nada Boswell

The minutes from the August 2020 Board Meeting were reviewed. A motion to accept the minutes was made

to accept the minutes as written, seconded and unanimously approved.

Treasurer's Report – Michael Ackerman

The Treasurer's Report was reviewed. Dues coming in slowly. A motion to accept the Treasurer's Report was made, seconded and unanimously approved.

Membership Report – Bill Moss

Bill Moss presented the membership report. As of this date there are 223 WB&A members. 16 members were removed from the rolls at the end of August 2020 because they had not paid their 2019 dues. 58 members have not paid their 2020 dues. The 16 members removed from rolls will be called personally in an effort to get them to renew. An email message will be sent to the 58 members who have not paid their 2020 dues. 15 members have paid their 2021 dues.

Eastern Report – Dave Eadie

The April York Show decision will be made in January 2021. Ballots for TCA election will be mailed in late October and will be due back by December 1. Inquiry made whether TCA has any plans to extend membership renewal dates or to reduce dues during the pandemic. TCA – Eastern Division membership has dropped 200 – 300 this past year. 2020 April York Show registration will be honored for the April 2021 Show if it is held.

NEW BUSINESS

Vacancy in WB&A Secretary Position. Motion made to appoint Bob Gray to fill the position of Secretary temporarily (through 2021) and for Nada Boswell to fill Bob Gray's Board of Directors position. The motion was seconded and approved.

November General Board Meeting – Tom Salen

The next General Board Meeting will be held on November 14, 2020 at 10:00 a.m. via ZOOM. Member George Leah will host a Special Open House featuring his layout. Election results for Board positions will be announced. Dave Eadie noted that The National Capital Trackers will do a December ZOOM session featuring Holiday layouts of Tracker members on Thursday, the 10th at 7 PM. Bob Gray will post information for members on how to join the General Meeting session in the WB&A website. Michael Ackerman will set up the ZOOM session. Dave will send email notifications for the November General Board Meeting.

Elections – Tom Salen will contact John Buxton to see where we are in the election process.

Annandale Train Meet – The train show portion of the event will be held on December 7, 2020. WB&A members are invited to participate. This is not an WB&A event. Information will be posted on the WB&A website.

Annapolis 2021 – No information at this time on whether the February WB&A Annapolis show can be held.

WB&A Outside Flea Market – Tom Salen noted that in this time of pandemic we need to provide members with some face-to-face activity. He suggested that we consider an outside flea market at a park or a shopping center parking lot. There would be no admission fee only donation box. Board members asked to explore possible locations. Dave and Tom will put together an email asking members for suggestions of possible venues. Tom suggested we work with a budget number of around \$3,000.

Individual Board Member Input – Karl Taschenberger announced that there will be a train show at the Bowie Knights of Columbus Hall in Bowie on November 7 (9 am -3 pm, \$5 entry fee) sponsored by the Maryland Model Railroad Club. Asked if WB&A membership list could be used to advertise the show. Karl also announced his resignation from the WB&A Board. Board members thanked Karl for his participation on the Board.

A motion was made, seconded, and unanimously approved to adjourn at 12:45 pm.

Next Board of Directors Meeting will be held on January 9, 2021.

Minutes submitted by: Bob Gray

Membership Moments by Bill Moss

As we head into Spring, we welcome a new member, John Sirbaugh of Owings, Maryland. Also, some of our Board members contacted those we have lost contact with. Several have renewed their WB&A membership. Two members have moved out of state and have joined their local clubs. As a result, we now have a total membership of 221. We will need to continue to collect dues by mail until our shows and TCA meets can be scheduled again. 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 any past 2020 dues now and 2021 dues by December 31, 2021.

Here is some more good news for 2021. There have been a few outside Private Yard Sale train shows recently. You can check the WB&A website for information about shows in the area which come to our attention.

For the immediate future, considering the Covid-19 situation, we will be meeting by Zoom Teleconferencing which will include "show and tell" and "how to" sessions. You may contact the WB&A Executive Board if you would like to schedule something to show during the next Zoom Mini-Meet. All members are 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.

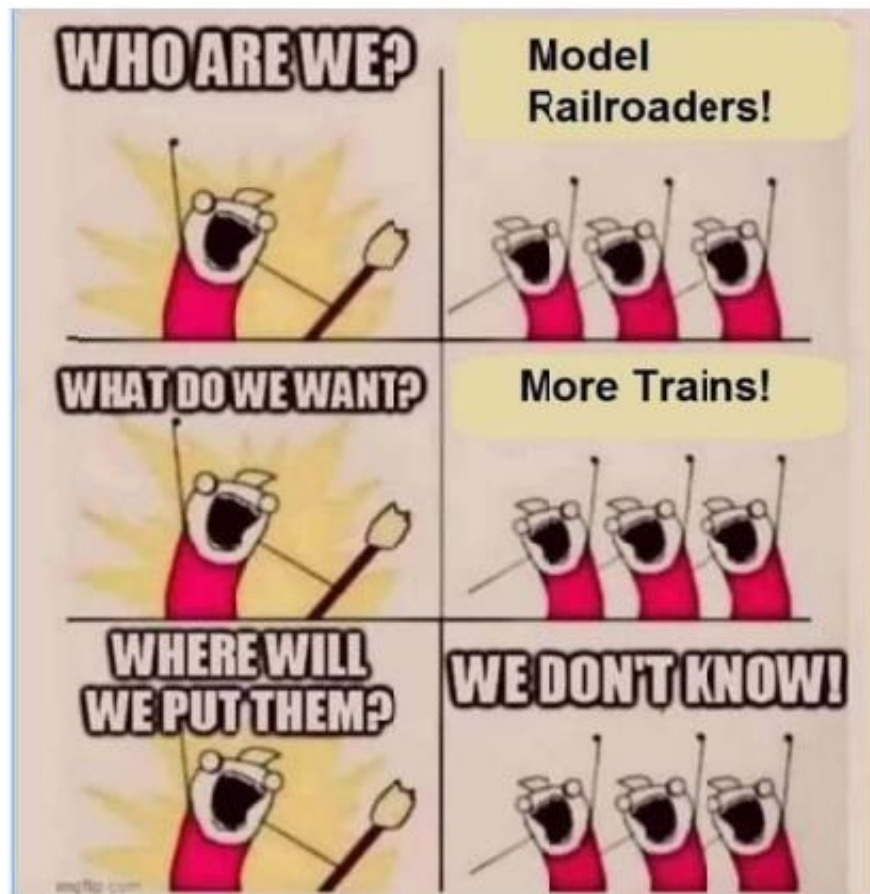
View from the Observation Car

By George Tsakiris

Train Stuff and Restarting Train Meets

Taking a break from discussing building a Standard Gauge layout from concept through completion. Reason is that currently there is a waterproofing team jackhammering my garage and basement to install a waterproofing system. That means that my train stuff consisting of two layouts, all of my trains, and accessories had to be moved, packed, or protected. Add to that protecting my office, workshop, and music system. It's almost as bad as moving.

This has put me into the reality we face when moving. Where did all of this train stuff come from? It was about fifteen years ago I got back into the hobby. Started with an MTH starter set (Pennsy consolidation with Madison cars). Soon just had to add a GG1 In Tuscan Red with five stripes. After that, purchased new items from the MTH or Lionel catalogs twice a year for about ten years. Add to that purchases made at York, auctions, or from other train enthusiast. Never a huge amount of money at any time but consistent. Now storage room is getting tight (sound familiar?).



Facebook post from Dave Bonner.

Restarting Train Meets

Bad news is COVID is still around. Good news is we are getting vaccinated. Many train clubs are discussing guideline for reopening events. Sure bet, reopening train events requires everyone involved to have received their vaccinations plus two weeks. Many folks are guessing train events will resume by Fall of this year.

While April York has been cancelled, good bet that October York will take place. Will it be as before? Will more or less folks attend? Hoping that there is pent-up demand for all train events. While Zoom meetings have filled a void there is nothing like actually getting together to experience, discuss, and enjoy our train hobby. There is light at the end of the tunnel.



WB&A Annapolis Train Meet February 23rd, 2020. For most of us, our last train-related activity prior to COVID lockdown



Time will be soon when we ride tourist trains again

Battery Power, Why Not?

by Bob Gray

Joshua Lionel Cowen's first model train was powered by wet-cell (acid-filled) batteries. The Electric Express, debuted in 1901 and was initially designed as a display for toy stores. The train caught on and soon Lionel was manufacturing model electric trains for consumers. It was not long before Lionel replaced the batteries with a 110-volt transformer.

In the "one-to-one" scale world of the late 19th Century, batteries powering full-sized motorized vehicles. Electric-powered streetcars, which ran on batteries, began operating in New York City in 1874. The streetcars were an effective form of transport because they served short routes carrying passengers from one neighborhood to the next. The batteries that powered these streetcars needed constant recharging, and were not judged to be suitable for most transportation purposes, but their use continued anyway.



The Washington Spa Spring & Greta Railroad (WSSGRR) was a streetcar line that served the newly formed community of Berwyn Heights, Maryland from 1912 – 1921. Berwyn Heights is a town in Prince George's County. It is bordered by College Park to the west, Greenbelt to the northeast, and Riverdale Park to the south.

My great-great-grandfather moved to Berwyn Heights in 1899 after living and working in downtown Washington, D.C. Beginning in the 1870s, the area northeast of Washington, D.C. was the scene of active real estate development as the population of the city increased and railroad or streetcar suburbs such as Berwyn Heights grew and expanded.

Incorporated in Maryland in 1905, WSSGRR started running from 15th and H Street NE to Bladensburg in 1910. An extension to Riverdale and Berwyn Heights opened in 1912, using novel Edison-Beach storage battery cars.



The Washington Spa Spring & Greta trolley seated 20-35 people, and ran up to 25 miles per hour. The line was 4 miles of single track and used overhead wire for power. Electricity was purchased from the Washington Railway & Electric Company (WRECO), which ran a connecting line from 15th and H Street NE to the White House.

In October 1910, WSSGRR began testing a battery-powered trolley for the 4-mile extension to Berwyn Heights. The battery was designed by Thomas Edison and Ralph Beach and was manufactured by the Federal Storage Battery Car Company. The tests appeared to have been successful because there were plans to convert the entire line to storage battery cars.



The WSSGRR purchased four storage battery cars for the Berwyn Heights extension. The battery-powered cars had trouble climbing the steep grade to the terminus at 58th Avenue and Berwyn Road. WSSGRR patrons filed complaints and lawsuits because the streetcar routinely failed to carry them to their destinations past Bladensburg. Passengers were sometimes asked to help push the cars up

the steep incline when the battery charge went low.

The WSSGRR had difficulty becoming economically viable, as the Baltimore & Ohio Railroad and the Washington Railway & Electric Company (WRECO) served the same territory. Renamed Washington Interurban Railway in October 1912, the company foreclosed in 1915. The service remained substandard and buses replaced the trolleys on the extension in 1921, and on the main trunk in 1923.

The storage battery was Thomas Edison's most profitable invention. After having initially discounted batteries as useful, he began to investigate storage batteries in the early 1880s in connection with power stations but decided they were not efficient for that purpose. However, the advent of automobiles in the late 1890s spurred him to develop a storage battery to power them. Aware of the problems with lead acid batteries, Edison experimented with alkaline electrolytes in order to develop a lightweight and long-lasting battery. However, by that time automobiles powered by internal combustion engines became dominant. Edison did find an extensive market for his battery in a variety of industrial uses, and it was the most successful product of his later life.

So, here we are in the 21st Century finding ourselves using new technologies that demand more compact, higher capacity, safe, rechargeable batteries. Thomas Edison would smile!

And, oh yes there are still Lionel battery-powered trains. The locomotives are battery-powered and made of durable plastic and operated with a simple handheld remote control.



In this age of improved batteries, why not on-board battery-power and radio-controlled high-quality model trains? Combining on-board battery power and radio control eliminates all, or at least the most inconvenient aspects of, wiring and operating a layout. Eliminating dependence on rail to wheel electrical contact for both power and control significantly improves reliability of locomotive operation.

Comments welcomed at bgray5002@yahoo.com.

Trolling for Trolleys by Bob Gray

For a number of years WB&A members have enjoyed excellent quarterly newsletters produced by our current editor and publications manager Paul Pullen. Earlier volumes of The Trolley were the result of the outstanding contributions of editors Robert Drake and Nancy Tentzeras.

Over the years, The Trolley has kept the membership informed about past, present, and future Club activities. It has featured special interest articles written by club members as well as series of articles chronicling members' model train related endeavors. Informative articles about the Club's history have been provided by an ongoing column titled the Historians Corner written by Carol Redman McGinnis, WB&A Historian.

The Trolley has been where members can review minutes of meetings, treasurers' reports, membership data, reports from our TCA representatives and information about products and services of interest to members. It facilitates the election of Club officers by familiarizing members with candidates, reviewing election processes, and announcing the results of elections.

A most important element of each issue of The Trolley has been a message from our Club president. In these messages, our Presidents have presented their aspirations for their terms in office. They have included heart-felt messages that have buoyed our spirits in difficult times. These messages have informed our membership about where we are heading as an organization and have been crucial in the delivery of quality experiences for our members.

As we enter the WB&A's 47th year, new technologies are enabling us to do some things that were difficult or impossible in the past. We now have uploaded past issues of The Trolley to our Club's website. Members can go to the www.wba-tca.org and quickly look at issues going back to the year 2006. These back issues contain a treasury of technical information useful to train collectors, scale modelers, toy train operators, and railfans.

As I wind up this article, I am asking members to assist me with two concerns.

1. I know there were WB&A newsletters before 2006? If so, has anyone saved any of them and would you be willing to let me digitize them and add them to our collection on the website?
2. Would it be useful to have an index of technical articles from past issues so members could access them more readily?

Please let me know what you think.

Thanks,

Bob Gray
bgray5002@yahoo.com





Upcoming Events

Apr. 22-24, 2021 Eastern Div. York Meet, **CANCELLED!**
Aug. 15-22, 2021 TCA 67th National Convention Now August
 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 Jul.-Sep. 2021 TROLLEY
June 10, 2021**

WB&A BoD Meeting

When: To Be Determined
Where:

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



John Sirbaugh

Look who just joined WB&A!!!

Owings, 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.



We recently learned of the death of our member from Hanover, Maryland, John T. Osborne, Jr.



Find us on
Facebook

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Hope & Dan Danielson

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BUY - SELL - PARTS - SERVICE

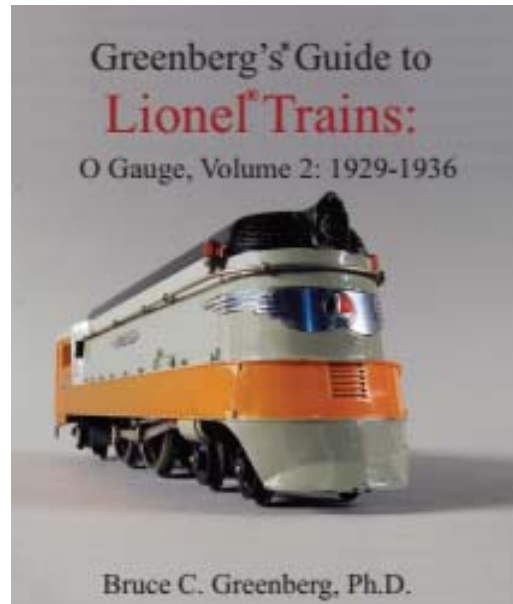
Woody's Train Restoration & Repair offers professional repair and restoration services for post war Lionel trains. We specialize in steam locomotives and tenders. We have the ability to repaint and rubber stamp locomotive cab numbers. We have full repair shop and can rebuild smoke units, e-units, repair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

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





Coming Soon



***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.***



Ramblin' thoughts from your editor.

In Issue Four of Volume 21, we had an article on Railroad Speeders. I received an e-mail from Michael Ackerman who was stating the article on the Speeders caught his eye. He sent me pictures of a speeder he has running on his railroad. It was manufactured by K-Line Trains. He also included a picture of its original box. I remember seeing this in one of my K-Line Trains Catalog. I share these photos with you here.



We also talk of giving sets of trains to youngsters we know. Over the years, I have donated train sets to couples with young children who seem interested in having a train set. You lose track of these sets. Well, this Christmas, we received a Christmas card from a family to whom I had given a Thomas the Tank Train set. This was probably at least 15 years ago. Low and behold, included in the card was this photo showing us the train set and ceramic houses that comes out each year.



WB&A CHAPTER 2021

MEMBERSHIP RENEWAL [] / NEW APPLICATION []

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

WB&A Chapter 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



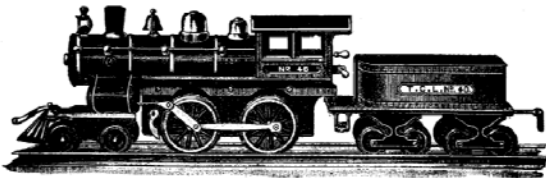
As we get further into 2021, Covid-19 continues to run unchecked. As I write this for issue Volume 22, Number Two, we are rolling with the cancelation of the third Eastern Division York Train Show, I received a further blow to our train meetings: the LCCA has CANCELLED its 2021 Convention. Is anything going to change and enable us to have train shows and conventions in the future.

Take care, and stay safe!

Historian's Corner

So, what is your go-to for these long, quiet days? I would hope that you are getting your trains in order, refreshing your inventory, and running your trains. I have seen lots of pictures of layouts, cars, and engines posted on Facebook, and so on. There are certainly more opportunities now. Many of us are house-bound, and that is a great time to see the extent of what we have collected.

Ives Locomotives - 1904



Locomotive, Iron. No. 40 (Without Tender) Speed Governed. Reverse Lever.
Tender. No. 40. Eight Wheels. Swivel Trucks.

Can you believe this? TCQ Vol. 1, No.1 January, 1955 says "Many persons have asked about our printing the Quarterly, and including pictures. This is very desirable, but the cost would be too great to be borne by our present membership. Printing will remain under consideration, but we feel that five times our present membership of 66 is necessary to support a printed Quarterly."

OK, so that would have been 330 members. As it turns out TCA reached 330 members in 1959, just 4 short years after their founding. However, in 1955, by December, TCA membership stood at 108 members. Ironically pictures were featured in the TCQ Vol. 1, No. 2 with a great picture on page 6 of an Ives locomotive.

So, even with less than 100 members TCA was at work to get the members what they wanted. TCA is still hard at work for all of you. For example, they are re-

vamping their website, making all of the benefits of membership just a click away. They are expanding the storage in the National Toy Train Library to provide space for more catalogs, videos, books, pictures, instruction books, repair guides, advertising, postcards and more! They are reworking the National Toy Train Museum displays to allow visitors to take a walk through the history of toy trains. Good times!

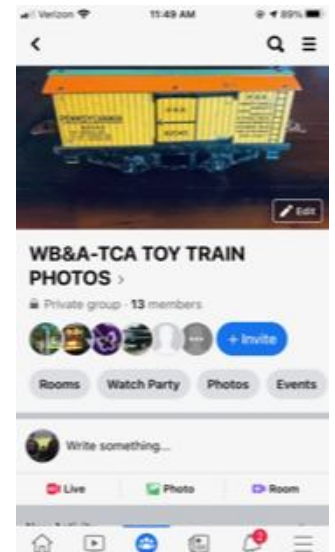
Yours in train-ing. Carol R. McGinnis, HE95-41066

Toy Trains on Facebook

In the past few years my Train Collecting has expanded to sharing my trains on Facebook Affinity Groups, and learning from others about my trains. There is a Facebook Group for almost every manufacturer of Toy Trains. I have joined the Lionel, American Flyer, Ives, Dorfan and other groups and find them most interesting and educational. The fun thing about these groups, is once you join them, other people's shavings come up automatically to your device and you get to see and learn without searching.

A good example experience for me was the 2 early (1907) yellow primer Lionel Standard Gauge freights I purchased at auction, which I knew little about. I quickly snapped some pictures on my phone and posted them to the Standard Gauge group, and with in 24 hours I received very detailed history on the cars and their relative value, which was higher than I ever dreamed. Over 10 different people shared information with me, and some shared pictures of similar cars in their collections. On person even made an offer to buy my cars immediately.

I have made several new friends, I will probably never meet in person, and have gotten to enjoy their collections. I realize many people do not prefer computer / Smartphone, but I have found it a good way to expand my hobby, and share with a larger group of train collectors. I have started an Affinity group for the WB&A Chapter, but so far we only have a dozen or so in the group. I invite all WB&A members to join with me in this on line approach to collecting Toy Trains. Thanks for listening. John Buxton



Interview with Bruce Greenberg about Lionel's Realistic Models

Paul: In your new book, *Lionel O Gauge, 1929 - 1936* a major theme is Lionel's new realistic models. Please tell me about the history of Lionel realism.

Bruce: Thank you for asking about the history of the realism of Lionel's models from 1901 - 1936. I have been fascinated by how Lionel changed from realistic to more toy like models and then back again. As I have studied Lionel production, I have observed that Lionel usually produced more realistic models for its most expensive locomotives and less realistic models for its moderate and lower priced locomotives. These changes often reflected Lionel's desire to increase its market share or to avoid losing market share.



Lionel introduced its first trolley model in 1901.

When I first studied Lionel 2-7/8" Gauge production, 1901-1906, I learned that Lionel produced expensive models of electrically-powered trolleys and locomotives. Lionel's first trolley model, introduced in 1901 was a very realistic model of the summer trolleys which seasonally plied the streets of most cities. Lionel's 1903 model of the B & O No. 5 was a very simplified model of the B & O tunnel locomotive.



B & O No. 5 and No. 6 General Electric tunnel locomotives. Photograph from B & O Power, 1829-1964 by Sagle and Stauffer, used with permission.

In 1903, the B & O Railroad put in service the first electrically-powered freight locomotive for tunnel service in Baltimore. Lionel produced a simplified model of this General Electric locomotive the same year.



Lionel No. 100 Locomotive was a very simplified version of the General Electric freight locomotives used in the Baltimore tunnels.

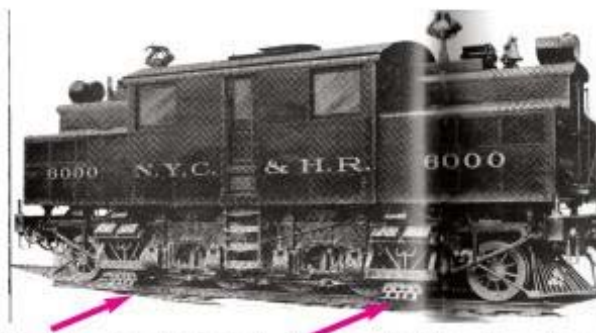
In 1907, Lionel produced its first Standard Gauge steam locomotives. Lionel No. 6 is an excellent model of a New York Central 4-4-0 locomotive.



New York Central steam locomotive probably built in the late 1880s. From *New York Central's Early Power, 1831-1916*, page 77, used with permission.



Lionel Standard Gauge No. 6 locomotive, 1907-1909.



The New York Central S class electric entered service in 1904. The first locomotive is shown above. The locomotive had 3rd rail pick ups (red arrows). This locomotive was replaced by S-2 which had leading and trailing trucks. The photograph is from *New York's Early Power 1831-1916* by Alvin Stauffer, used with permission.

In 1910, Lionel introduced a line of models of the New York Central S-2 locomotive which served part of the New York City metropolitan area. The top-of-the-line Lionel model, No. 1912, was a credible model of the New York Central locomotive including a New York Central logo on its side. The lower-priced locomotives were less realistic in proportions.



Lionel added three models of the New York Central S-2 class electric to its Standard Gauge line in 1910. No. 1912, shown above, was the most expensive and most detailed model.

But in 1923, Lionel made a decisive break with realistic models for its top-of-the-line No. 402 Locomotive. Lionel dropped the realistic dark olive paint and chose, a tan color, called Mojave for the locomotive. Lionel dropped the subdued realistic rubber-stamped New York Central logos and replaced them with shiny brass LIONEL plates. This was an important change for two reasons. It established the name of the manufacturer "Lionel" in the minds of buyers to build brand loyalty. It showed that Lionel was now less constrained by what railroads really looked like. It had become its own railroad. The sheet metal stamping of the earlier realistic locomotives was replaced with a new sheet metal design that was further removed from the New York Central S. The thin gold painted handrails were replaced with brass handrails. The painted doors and windows were now shiny brass inserts. The two nickel-finished bells were replaced with two nickel whistles and two brass bells.



In 1923 Lionel offered No. 402 locomotive. On each side, a single brass plate formed the oval plates (402 and LIONEL), the door and windows, The headlights featured celluloid in-

The No. 402 locomotive no longer looked like the NYC S2. It was an interpretive model of the S. Its brass plates and trim would never have occurred in such abundance on a real railroad. The new, shiny locomotive would have required an army of cleaners to keep it so bright, but this was a market hit!

Finally, in 1928, Lionel went all the way with the No. 408 in bright apple green with even more shiny brass trim, two running lights at each end, and exaggerated pantographs, which did not appear on the New York Central S-2, whose primary electric supply was an outside 3rd rail supplemented by small pantographs to provide electricity in tunnels.



No. 408 was painted a bright apple green and was sold with large deluxe matching passenger cars.



Lionel also produced realistic models in early O Gauge. No. 703 is an excellent model of the New York Central S Class locomotive.

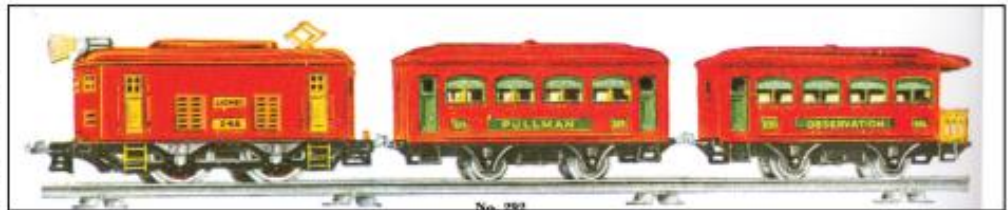
In 1915, Lionel made another major change in production and marketing when it entered the O gauge market with a full line of six locomotives also based on the NYC S electric. As with Standard Gauge at the time, the new locomotives were painted in realistic colors and enhanced with realistic rubber-stamped New York Central logos. The top-of-the-line was the No. 703. It was replaced in 1917-18 by the very similar No. 156 which remained in the line until 1924. In that year Lionel took another step in a new technology and marketing concept.



Surprisingly, in 1924, Lionel proceeded down the toy train path with great gusto in both Standard and O Gauges. The 1924 O gauge line adopted the same design as the Standard Gauge Line with "LIONEL" brass plates complemented with brighter colors and bright trim. Lionel's competitors initially criticized Lionel for being non-prototypical. They pointed out that their models with rubber stamped markings were more realistic, but in short order, they adopted Lionel's new bright colors, eventually adding real or simulated brass plates.

That takes us to 1929 and starting at the top of the Lionel line was the glorious No. 381 Olympian Locomotive. The No. 381 was a realistic model of the huge Chicago, St. Paul, and Minneapolis electric locomotive.

At this time, Lionel was offering the No. 408 in bright colors with features that never appeared on



The Winner outfit was \$5.95. Lionel least expensive 1929 outfit, No. 248 with two matching passenger cars was \$7.00. Add \$3.75 for the transformer.



Lionel 1929 No. 381E, Olympian locomotive.

the NYC S-2 locomotive. Simultaneously, Lionel had started anew producing realistic trains with its top-of-the line 381E. In 1930, with the dawn of a new decade, Lionel did another



Lionel 1930 No. 1010 Winner locomotive with fine lithographed detail.

about-face. In 1930, Lionel created a new O Gauge brand called The Winner Line as a separate marketing corporation. Winner Line trains were not marked with Lionel plates. (Its full story is found in my new O gauge Volume 2, 1919-1936.) Lionel created a new line because it wanted to carry out a major change in marketing while still retaining its traditional toy line.

To understand the magnitude of Lionel's marketing change, look at its 1929 catalogue. Its lowest priced O Gauge outfit, consisted of the small (7-3/8") bright orange No. 248 locomotive with matching passenger cars with brass trim and brass inserts for \$7.00. The transformer was extra and cost \$3.75. Total price for the package was \$10.75

Lionel had to make a major change in both its design and manufacturing to sell the Winner train set with transformer at the remarkably low price of \$5.95. To cut costs the small engine was lithographed only, no enamel finish or brass plates. For the first time Lionel produced a one-piece body rather than the usual four or more part body.

People see the Winner's line's 1930 date and associate it with the Great Depression. Most people assume the Great Depression started in October of 1929 with the major stock market fall called Black Friday. However, the Depression was not the motivation for Lionel's Winner Line. The timing does not work. A complicated device such as a toy train requires a minimum of one year and often two years to complete the production cycle - design, tooling, and testing. It could not have happened between October 1929 and its announcement in January 1930. Hence the Winner line planning likely began in 1928 and was completed late in 1929 for the 1930 merchandising season.

The Winner set was both very inexpensive and very realistic in contrast to the usual Lionel practice of having very expensive and very realistic trains. However, let's get back to the big picture of the economy. There was a modest increase in unemployment in 1930, but 1931 was a very bad year with a large increase in unemployment. The Federal Reserve, which controlled the money supply and interest rates, made a big mistake when they simultaneously decreased the interest rate and shrank the money supply. This was exactly the wrong policy in a recession. Thus 1931 was the beginning of the Great Depression.

By 1931 or 1932 real railroads were in trouble. The factories were downsizing production which meant less shipping of both raw materials and finished goods. At the same time, passenger traffic declined both due to unemployment and the automobile competition. Thinking of where I grew up in Collingswood, NJ, there was likely a large decrease of railroad passengers to Camden and Philadelphia because of unemployment and automobile availability. Deluxe inter-service passenger ridership declined. The railroad management asked "what can we do?" There were airplanes in the air and cars on the ground. Several major railroads

commissioned engineering studies to build streamlined trains in part as a stimulus to bring excitement to railroad-ing. Many newspaper articles carried stories about the new stream lined trains. The leader was the Union Pacific Railroad (UP) with the M10000 as its showpiece. The M10000 featured a bright yellow and brown paint scheme and a new kind of motor, a distillate motor that used petroleum. (This was an internal combustion engine but not powered by gasoline or diesel fuel.) The UP had a great public relations department and encouraged toy train companies to build models of its first streamlined train. In the same year that the M10000 hit the rails, the toy train manufacturers produced their models. The likely explanation is that the UP sent the M10000 plans to all the toy train companies when they first started this project. The major toy train companies produced their versions of the streamliner. It was a public relations success for the UP railroad. This UP passenger train had three passenger cars which differed from conventional passenger cars in several key features. The adjacent cars did not have their own trucks. Adjacent cars shared a vestibule unit with trucks and the cars rested on those vestibule units. The cars were very close together reducing air resistance and were built with light-weight materials.

THE "TRAIN OF TOMORROW" WITH LIONEL "MODEL BUILDERS" TRACK

1"0" GAUGE

LIONEL
Scale Model of the
Union Pacific Railroad's
**STREAMLINE
TRAIN**

One of the Wonders
of the Chicago
Century of Progress

IT'S the sensation of model railroading! The "Train of Tomorrow." Reproduced exactly to scale! By every measurement, 1/45 actual size of that streamline beauty of the Union Pacific Railroad. The wonder-train that races to the Pacific Coast at the uncanny speed of 110 miles an hour.

This is the masterpiece of Lionel's engineers and craftsmen. Their greatest achievement in thirty-five years of model building. It embodies many entirely new features, and exclusive refinements that no train of any other make can give you.

Engineers of the Union Pacific Railroad worked with Lionel in making this model exact in scale . . . in length, width, height . . . in the shape and size of windows, doors, roofs . . . even in color . . . the model is heavily enamelled in canary yellow and golden brown, the same beautiful color combination that is used by the Union Pacific. The train is also available in glistening aluminum finish.

The train is 40 inches long and consists of three cars with steel chassis. The first, No. 752E, is a combination engine and railroad post office with baggage car doors. The second, No. 753, is a long coach with thirty two windows and two doors. The third, No. 754, is a combination buffet and coach, tapering at the end, out of which thirty colored warning lights project.

An ingenious method of coupling the cars into vestibules, on which the wheels are mounted, makes the train look just like a single car. The car measuring 40 inches. You uncouple the cars easily by pressing a button on the top of the vestibule.

The Train of Tomorrow is powered by a specially built "Distant Control" motor that has been designed not only for extreme speed but also for long, hard wear. The

Special Model Maker's track furnished with the attraction. Your is an entirely new and perfect design. Curved track measures 18 inches. Straight track, 15 inches. Spring action of curved track from a 1/16" 1/2 inches in diameter. Each section has 40

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The Lionel 1934 catalogue described in detail the innovative features of the new 752. The three paragraphs outlined in red are enlarged above.

How did Lionel respond? Lionel built its first SCALE model in its 34-year history. This scale model included a significant change in Lionel toy train construction. In previous Lionel production, the motor was fastened into a separate frame and



Fastened to the No. 752E motor is a ball (red arrow) which fits into a slot in the casting roof.

the body was attached to the frame. There was no frame supporting the motor. The motor literally hung from a slot in the body casting. The cars (three) no longer had individual trucks. Instead, they rested on vestibules between the trucks, and the vestibules had four wheels. Lights inside a passenger car now rested in the vestibules. This was a cost efficient solution. But how to couple and uncouple the cars? Lionel came up with a method that UP could not use. They put a control rod through the ceiling of the vestibule.



Left, 752 vestibule end view with control rod being pressed downward to enable coupling (or uncoupling) the cars. Right, side view of 752 vestibule attached to 754 Observation.

Lionel started its exciting new line featuring the M10000 at the high end price of \$22.50, and then, in true marketing fashion, as we have seen with TVs, cars, or trains, provided the special features to the lower-priced models the following year. Lionel brought out the Boston & Maine streamliner in chrome which Lionel called No. 616E, the Flying Yankee, priced at \$15.75



No. 616E Flying Yankee, Outfit 267W at \$15.75, 1935.



No. 1700E Lionel streamliner Outfit 1065E at \$7.95, 1935. Modeled after G. M. & N. "Rebel" train.

Lionel also offered the No. 1700 Lionel streamliner for \$7.95, but made no reference to the fact that it was modeled after a Gulf, Mobile & Northern railroad passenger train known as The Rebel. To make sure that they had a complete line, they offered the No. 1816 windup model for \$2.00. What a wonderful set of streamliners. Lionel introduced a second UP streamliner model in 1936, the 636W City of Denver for \$15.75.



No. 1816 Lionel streamliner, windup Outfit No. 1535 at \$2.00, 1935.

In 1935, Lionel added a second scale model, No. 250E Hiawatha. This was based on a new Milwaukee Road locomotive design for high speed passenger services. This was Lionel first scale model of a steam locomotive and the outfit was priced at \$32.50 which was \$10.00 more than the No. 752 outfit.



A postcard celebrating *The Hiawatha*: Nothing faster on rails between Chicago Milwaukee and St. Paul



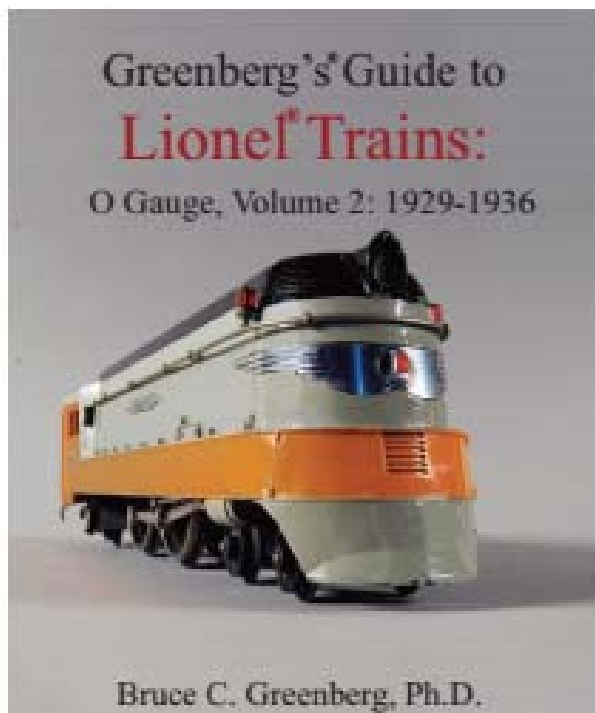
Lionel's 1935 No. 250E Hiawatha Locomotive.

This foray into streamlined trains starting in 1934 was Lionel's resumption of its former production of realistic models from 1901 to 1923. Again, the most realistic trains were the most expensive; the less expensive trains were less realistic and the least expensive trains were the most toy like with the exception of the Winner Line.

Paul: I would like to buy your new Greenberg's Guide to Lionel O Gauge, Vol. 2, 1929-1936. When will it be available? How do people order it?

Bruce: I expect to have the book in December 2021. If a reader would like to be notified when it is available for shipment, please go to my website, BrinkmannPub.com and click the form under the cover photo. The form will ask for your contact information.

Paul: Bruce, put me down for the first copy of the book when it becomes available.



The Convention Committee of the Western Division will host the 67th National TCA Convention. Schedule has change due to Covid-19 August 15 - August 22, 2021. Online Registration will commence March 1, 2021.

