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Apr.-Jun. 2022

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

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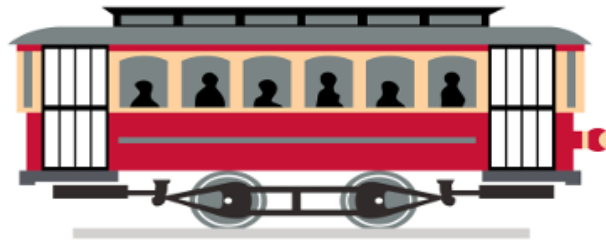
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"The Trolley" The Official WB&A Newsletter



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

Message from your WB&A President

We start 2022 with another exciting and successful train show in Annapolis! A well orchestrated event which I believe everyone was thrilled to attend. We had very good attendance from the public, and I saw many of those attendees carrying out their purchases multiple times to their cars. Thanks to everyone who participated in making the Annapolis show a successful event.

Congratulations to Skip Lee who has been our meet chairman in Annapolis for many years. This will be Skip's last train show as meet chairman as he transitions his household from here to Ocean City, MD. I want to thank Skip for all the hard work he has done for us this year and the many years past in giving us successful shows in Annapolis! His leaving means we are in need of a new meet chairman for this event.

At our next Board of Directors meeting, on March 19, we will be discussing our calendar for this coming year. We have a full calendar planned for this year, starting with the possibility of a outdoor flea market sometime in early summer. Of course we will be holding our two Mini Meetings, one in June and the other in early November. We are still working on a show here in Virginia for next winter. The one thing in common for all these activities, is that it requires manpower to have a successful event. The board is looking for members that are interested in becoming active in producing our events. Lend your support by taking an active role in one of our upcoming activities.

The board is also currently working on a membership survey, we hope you will take a minute to participate in the survey and return it to us. It's been about 10 years since the last survey and we want to find out some of your thoughts on what would make the club more meaningful for you.

See you soon at our next event, until then, keep playing with those trains!

Tom Salen

President WB&A



Treasurer's Report as of Mar. 3, 2022

By Michael Ackerman

The Chapter's financial activities for Jan. 1, 2022 through Mar. 3, 2022 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, 2022 \$31,204
Check Book Balance - Mar. 3, 2022 \$32,943

Significant Activities Jan. 1, 2022 thru Mar 3, 2022

	Expenses	Revenue
Train Meets	2502	2605
Membership Dues 2021 (30)		450
Membership Dues 2021 Prepaid (135)		*2025
Membership Dues 2022 (72)		1,080
Membership Dues 2022 Prepaid (37)		*555
Membership Dues 2023 Prepaid (1)		*15
Membership Dues 2023		
Trolley		
Kids Corner		
Web Site & Zoom	600	
Train Set for Drawing		
Election Expenses		
Miscellaneous Expenses		701
Membership Expenses & Donations	10	15

* Note: Revenue and expenses listed as "prepaid" were received or paid before January 1, 2022 and are therefore not accounted for as revenue or expense for 2022 since they are included in the Check Book Balance of January 1, 2022.



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.

Historian's Corner Link and Pin Coupler



Have you ever had cars and engines that you wanted to run together, but the couplers just didn't match. Checking deeper into a recent showing of "Modern Marvels" on A&E's History Channel I share the following information.

Let me take you back before 1873. Trains across the world were connected using what was called a "link and pin" coupler. (These couplers can be seen today on a variety of HO trains.) Couplers were used across the United States to connect the train cars together with the engine.

To make the link and pin couplers connect one train car to another a rail worker would step between two **moving** 30-ton freight cars, lift a heavy stake style pin, slide it into a slot that would catch the link inside the coupler. Each car in the consist had to be coupled, and ultimately uncoupled. All without crushing his fingers, hands, or losing his life. Even after connecting the links, the trains would rattle and rub together because all the links and all the pins and all the coupler stanchions were not standardized. Hours would be spent trying to figure out which pins and which links would work in which cars.

Because of the numerous death of rail workers, public outcry led to the initiation by Congress of the **Railroad Safety Appliance Act** of 1893 which took effect in 1900. What happened then was a large drop in worker accidents on American railroads, and the use of much safer knuckle couplers.

Knuckle Coupler



Major Eli Janney, a Confederate veteran of the American Civil War, invented what became known as the semi-automatic knuckle coupler in 1873. Progress was slow, however, and even into the 1950's some couplers had an adapted style with the link and pin and knuckle to connect to various car configurations.

Today, individual train collectors find themselves making adaptations on their trains to allow different couplers to be configured to make a full consist. Making a secure "couple" takes a bit of configuration with the couplers!

Next edition: The air brake

Yours in "Training".

By Carol Redman McGinnis, #HE95-41066

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. 2022 TROLLEY
June 10, 2022**

Let's Brainstorm Together

What would you like to see the WB&A do in the future? Here are 7 ideas. Read them over and email me your thoughts. Bob Gray, bgray5002@yahoo.com

1. "Coffee & Cabooses Get-Together" (Informal Gathering of Members at a Local Coffee Shop)
2. Select & Support a Charity ("Toys for Tots")
3. Recognition Dinner (Social Activity for Members)
4. Build Something Together (A Traveling Club Layout or Display)
5. Kids' Hands-On Activity (i.e., Inglenook Shunting Puzzles)
6. Virtual Train Room (On-line Visits to Club Members' Train Rooms)
7. Select a Semi-Permanent Club Meeting Place (i.e., National Capital Trolley Museum)

Membership Moments by Bill Moss

The WB&A took a big step toward getting back to normal with the very successful Annapolis Show on February 27 thanks to Skip Lee who has chaired the Annapolis show for several years. There was a steady stream of visitors and WB&A members most of the day. This was the perfect opportunity to get re-acquainted with our fellow train friends. Many of the visitors complimented the WB&A on the great show and six of these visitors even decided to join the WB&A while they were there. We also gained four new members who applied by mail since the beginning of the year. After adding them to the members who have paid their past and current dues, we now have 219 active members. Please try to pay your 2021 dues to remain active as we begin 2022. Each year's dues should be paid by the end of that year. You may use the Membership Renewal Form found in this issue of the Trolley to pay any dues by mail or stop by our Membership Table at our shows. Thank you for enclosing a self-addressed, stamped envelope with your mailed dues. We would like to schedule some outings this year such as attending a Bowie Baysox game. If you have any suggestions for trips please contact one of the Board members listed on the first page of the Trolley. Check out our WB&A Website (wba-tca-eastern.org) at any time to keep up with the latest WB&A news. Don't forget that the TCA York Show is scheduled for April. We have gone through two long years, now let's have some fun.





Upcoming Events

Apr. 2-3, 2022	Great Scale Model Train Show, Timonium, MD
Apr. 16, 2022	Northern Virginia Model Railroaders (www.nvmr.org) Historic Vienna Depot
Apr. 29-30, 2022	Eastern Div. York Meet, York Fairgrounds
May 28-29, 2022	Northern Virginia Model Railroaders
June 2022	TCA National Convention
Jul. 16, 2022	Northern Virginia Model Railroaders
Sep. 17, 2022	Northern Virginia Model Railroaders
Oct. 15, 2022	Northern Virginia Model Railroaders
Oct. 21-22, 2022	Eastern Div. York Meet, York Fairgrounds
Nov. 12, 2022	Northern Virginia Model Railroaders
Nov. 28, 2022	Northern Virginia Model Railroaders
Dec. 17, 2022	Northern Virginia Model Railroaders



Look who just joined WB&A!!!

Robert Adler	Highland, MD
Charles Bryer	Bowie, MD
Dennis Dunlap	Bowie, MD
Henry Goodman	Baltimore, MD
Samuel Graham	Bel Air, MD
Al Marotta	Frederick, MD
James Resau	Towson, MD
Kenneth Rich	Baltimore, MD
David Wilson	Millsboro, De
Scott Wiley	Millersville, MD



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If so, try out our facebook page

[https://](https://www.facebook.com/wba.chaptertca)

www.facebook.com/wba.chaptertca

MODEL RAILROAD

2022 Open House/Display Schedule

In the Historic Vienna Depot

231 Dominion Road NE, Vienna, VA 22180

Just West of the Caboose, On the Washington and Old Dominion Trail

FREE ADMISSION (Donations accepted)

All times - 1 to 5 PM unless otherwise noted



- Saturday, January 15
- Saturday, February 12
- Saturday, March 12
- Saturday, April 16
- Saturday, May 28
- & Sunday, May 29 (Vienna)**
- Saturday, July 16
- Saturday, September 17
- Saturday, October 15
- Saturday, November 12
- Monday, November 28 (Vienna Holiday Stroll, 8 to 9 PM)
- Saturday, December 17



Toy Trains & Collectibles

7216 New Market Court
Manassas VA 20109
toytrainsandcollectibles.com
571-379-5497

Hope & Dan Danielson

dandhtrains@comcast.net

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.)



For photos and schedule updates!

www.facebook.com/historicviennamodelrailroaders/



Northern Virginia Model

Railroaders

www.nvmr.org

Phone: 703-898-9157 (leave message)



**Robot Trains
by Bob Gray**

Allow me to stretch your mind so that it overlaps with what's going on in the mind of a present-day 10-year-old whose connection to trains is very different from yours.

Many of today's youngsters are fans of the TV show Robot Trains.

Now hold onto your hat.

Robot Trains is an animated cartoon show about a world populated by trains in which the special (robot) trains go on adventures. The robot trains themselves are special trains that have the ability to transform into robots and can jump on and off rails.

You may have to re-read that last paragraph to grasp how drastically a 10-year-old's concept of trains differs from yours.

A description of one episode of Robot Trains begins: "Set in a world where all citizens are trains special trains transform into robots to save their village."

Whew! That is a real stretch for this writer's old mind.

Well, let me try to help you connect "Robot

Trains" with "WB&A World."

One of the characters in Robot Trains is named Genie. Genie is a yellow and white robot train who is very straight-forward, not afraid to speak her mind but always takes care of her friends. And, oh yes, Genie is a robot train based on a real PCC streetcar similar to one WB&A members saw at the National Capital Trolley Museum during their recent visit.

Here is a picture of Genie.



WB&A CHAPTER 2021/2022

MEMBERSHIP RENEWAL / NEW APPLICATION

Please return the following dues with **Self Addressed Stamped Envelope** and a check / money order payable to WB&A Chapter : **20xx dues are \$18; 20xx 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

And here is a PCC (Presidents' Conference Committee) streetcar first built in the United States in the 1930s.



Most PCC-based systems were dismantled in the post-war period in favor of bus-based transit networks.

For most of us our love of trains is based on the experiences of our youth: living near the tracks, having a relative who worked in railroading, having travelled by train, or having toy trains. I lived half a city

block from the Capital Traction Company Car Barn in NW Washington, D.C. Today it is listed on the National Register of Historic Places but for me, it was the most fascinating place in the neighborhood

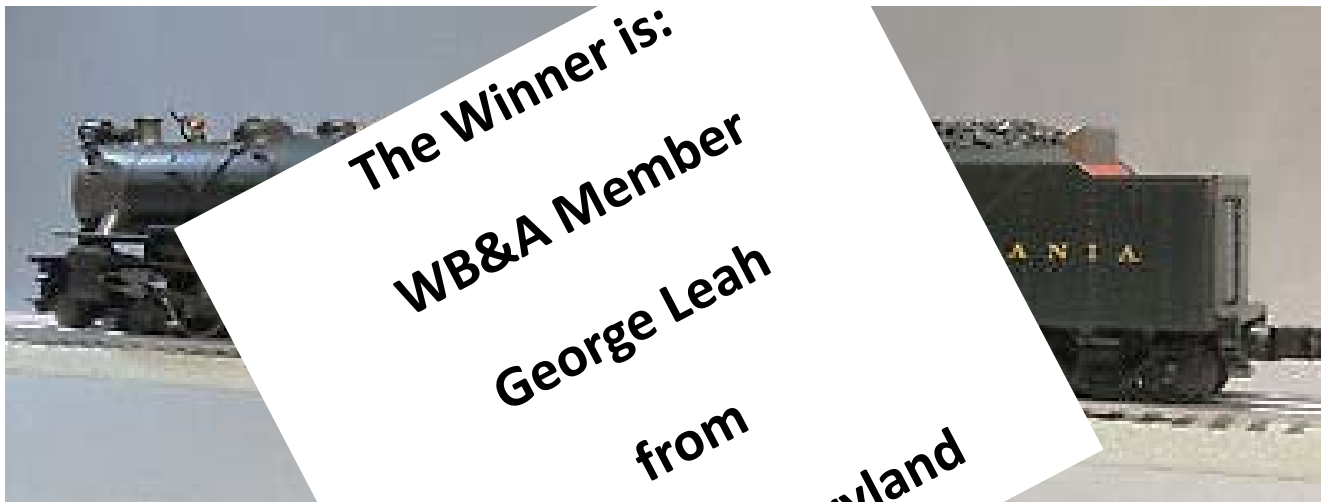


Here is how it was described in an article from the Washington Times published in 1907.

The building, which is 538 feet long by 208 feet wide, covers nearly two and one-half acres of ground and will accommodate more than 250 cars, which, if placed in a straight line, would cover fully two miles, reaching from the Treasury building to the present car barns at Fourteenth Street and Park Road.

The construction is absolutely fireproof, the roof and columns being of re-enforced concrete,

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 (runs on O-31 track) Product Item Number 743-1



**The Winner is:
WB&A Member
George Leah
from
Southern Maryland**

**Contact our
check to Bill Moss,
Your ticket.
(1 for \$5 or 6 for
Drawing**

**Send a
P.O. order to
P.O. Box 1000,
Pawcatville, MD 20784
by return mail.
20 tickets are being sold.
Drawing held in January, 2022.**

while the interior is divided by sectional walls of brick so that in case of fire it could be contained within one section and travel proceed without interruption. There are two turn tables, and the conduits, or pit, on which the cars runs, are so arranged that the plows need not be disconnected when being moved in and out of the building.

Extensive repair shops are a part of the arrangements, so that it will be possible to build an entire car in the company's building.

As a 10-year-old, the Car Barn seemed like the best place to work in the whole world.

Now, back to Robot Trains and youngsters of the 21st Century. We wonder where our hobby is going. Is it doomed? We are concerned with passing on our interest to a new and younger group of hobbyists. One way may be for us to better understand what today's young people are thinking about and what's out there in the way of toy trains and train-related entertainment. Check out the toys available related to the TV show Robot Trains. Goggle "Robot Train Toys."

Think about how we might include Robot Trains, Thomas Trains, and Polar Express trains in our public shows, publications, and website. As with all recruitment endeavors, it's best to go where the potential customers are and then, bring them into the fold.

Clem Continues Why Were Home Made Trains Built

Additional sources of parts

*STANDARD GAUGE TRAIN BUILDERS. To my knowledge only Jim Waterman is building Standard gauge trains at this time. And most are custom trains that have not been built before; or if so, not available.

*If you lived along the railroad tracks, there was always something interesting rolling by or parked on the siding. To model. Buttons made good hand wheels, wooden match sticks for window frames. To this day if a see a small mechanical thingee on the way to metal recycle, I grab any bolts, screws and other usable parts. One of my recent acquisitions is two toasters bolted together and Standard gauge wheels attached. I have added toast, soaked in clear Lacquer paint with imbedded nails for strength. I'm hearing that the mechanism from the giraffe car will properly pop up the toast. A guy from Jersey has an entire kitchen train Flat iron for the loco, toaster, hot plate that glows red and other neat cars. (I'm so jealous...) The toaster car gets great use at the WGHT events. **Did I mention picking up metal found along the rails? Mostly good for engine weights and gondola loads. Rail spikes worked well for weights. In later years, I was involved with a train museum. A fellow brought in a bucket of railroad "fall off " parts. They sold nicely @ \$1.00 each.

*I remember using old rusty door hook eyes and hooks for couplers. Actually, I still have a jar full that I use

for a homemade train that wandered in with no couplings. (These days toy train repair parts are hard to find with MTH breaking up(?) and the world changing. I never did figure out how to use the spring and mechanism from a wooden rod on a pull-down shade.

*One day an old victrola washed up on the sandy beach. I drug it home, thrilled. The thing was full of sand and the small cabinet ruined. I dried it and lubed it. It was to be the deck and motor for a round house turn table. It kicked

around for years as I studied the how and whys of a turntable build. One day the scrap man got it... Oh, I had a huge container of match book covers. NO matches)

The same thing happened to it. (On trash day,



Cute wooden 0 gauge setup. Wanabe Marx-like frames, wheels, and couplers. Tin body formed over IVES mo-

I had to guard my treasure files)

*Usually, I had to paint over cigar-box wood as I could not remove the glued-on advertising paper.

*In my old car hobby, I'm building back a '39 Ford pickup. I'm doing a proper job while trying to save some \$\$\$. I noticed that hose camps are a judge-able item and need to be proper for the make and model of car. So cheapo me sez: "In my wanderings, let's see if I can find correct original hose clamps, put them thru the parts tumble treatment, paint them silver which is very near the original cadmium treatment of the original." I have a bucket full of correct clamps and my truck looks good. You'd be surprised how many complements on the clamps!

*Auctions: Now days auctions are a good possibility for a great find. First, you don't HAVE to [be] at the auction!

Let me tell you a story about my efforts at Ted Maurer's auctions. For many years, he conducted auctions from September until June and sometimes in the summer as well. Many of us patrons knew each other so, this was a great social event as well. Many a Saturday, Chaplain James Warrington and I would roll from Northern VA around o-dark:30 am to hit the famous Ridge Restaurant before 8:00 am. The farmers were there, having finished their rounds. Eggs and potatoes were \$3 and gravy on scrapple was aplenty (I hope you all know the wonderful story about their cow and the school on the hill nearby...) Then a couple of miles to the fire hall for the auction. We think Ted helped the fire hall expand their building with a bigger hall. Ted also had command of some of the basement space. A customer left several glass cabinets and fancy shelves for the room as well for open and closed train

auction displays. It I got lucky on a train from the lockable display, it was a great day. I remember Ted wearing a particularly UUUUgly tie one time, so I challenged him to an ugly-tie contest. My tie has never ever been beat in a contest. Just think about a yellow egg yolk surrounded by purple mist... It came from the wild tie store on Market Street in Phila for \$0.99 cents. To add to the niceness factor, the bottom triangle had been dipped in a gravy bowl some time along the way. Both of my sons have won with that tie! (Fear not, the champ is retired to the closet moths.) Over the years I found that I could buy dirty and tired standard gauge, do a CLEM-fab-cleaning dance, replace parts as needed and squeak a small profit. The goal was to spend a \$K, clean, repair and sell \$500 worth at the next York, save \$5k worth of train into my collection, and have a couple of hundred back in the bank. I used the three York rule. If the piece survived 3 Yorks or other shows, like the Nor Temple in Delaware, it went back to Maurer. Ted used to say, we sell Clem's trains twice.

At an auction down Maine onetime, me and my bud drives half a day to get there. There is an IVES standard gauge steamer set in an empty box. Next to and with a different auction number are train parts, some IVES parts and the box was sectional. The parts box was first. I was a nervous wreck trying to find out what was in the parts box, without me giving away my need and desire for both boxes... I had my bud already to buy the parts so nobody would figure what I wanted. Seemed like forever, when the auctioneer finally took a look at the piles and casually stated "aaaah let's sell this junk in one lot." I could have kissed him. (In after-action thinking, we think the set box top was there as well with books or some such in it. Years later I got correct set box.) I was thrilled and still have the set. My bud was not used to that kind of \$\$ floating around. Then he sees another bidder bid \$3408957095709347.67 for a Chippendale chair and he needs our help and a bungee strap to tie the chair to his Harley...

*At TCA York, I used to have several customers for big sheet metal parts. Car bodies, roofs, frames, rust. That tub was always an attraction. I painfully remember the meet Tom Sage brought 3 huge boxes of parts. I asked if he if he was getting out of the business. He said no, but with reproes coming out he was switching over to focus on old toys and therefore dumping his parts collection.

*Back to my tale: Ted would organize the auction such that the last 20 lots or so were rust grabbers. The crowd would be packing out, and only a few were there with their number cards held up high. Someone would bid \$5

and I'm in for a 10er. Maybe one more hit and I have the rust special of the day. Home it went. The trucks, wheels and other plated parts hit the Thumbler's tumbler that evening or the next night. Wheels and trucks were oven or sun dried. Sometime I used the same tumbler to polish the wheels with rouge-covered walnut shells. Eventually I



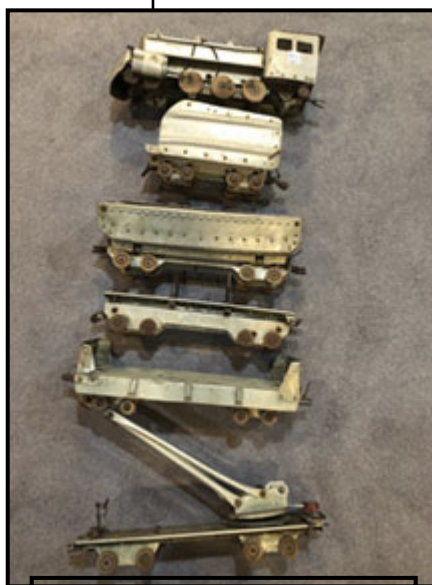
Wins the ugly award. Note the bottle caps.

used non-homogeneous metal parts like broken bolts, screws etc. The 4-hour tumble rotating run and the part got was enough to recover the lust and appearance of a non-rusted wheel. (Since the wheels and axles of many 200, 500, 400, 10 and 100 series trucks went in together, I learned that many trucks were shimmed-to-gauge at the factory.) I have never seen write-ups about truck-gauging by Lionel. I also learned what trucks were painted, dipped or metal-dyed.

*One time, Ted had the center cab of a Lionel #402 and some other tin in a tray. By dumb luck or great skill, I noticed a modified motor and other parts under the table as they were heavy, I laid low and the piles came my way. Let's see if I can describe the loc now called "SNOKINS" (you all know that custom trains and custom cars have to have a name.) That's the rules. It had a Lionel #38 frame and motor and American Flyer brass steps. This

is cab only with the ends mounted directly to the cab. Kinda like a cute little electric yard switcher.

*Over the years of collecting home-made trains, I found many of the pieces had been bought at flea markets and junk sales solely for their commercially-made wheel and trucks. Once removed the homemade body was disposed of (to me, hopefully.) Thus, I was always in the hunt for wheels and trucks. I found a stunning homemade standard gauge freight car on O gauge trucks. It came out of my repair cycle as a standard gauge piece. piece. (It also had a child's-pouch of coins as a load, which still is inside; on the way to the market.)



Homemade floor train built with old aircraft parts.

*My bestest dive into a junk box got me a Mohave-painted Lionel #42

with no motors and a coupler bracket missing. She is in sight of me here as a I type today. Yes, of course, I bought the entire box.

*We have found that car shows, with flea markets included, are a fine hunting grounds for parts. Old trains that don't function any more seemed to be demoted to the garage/barn. When the property sold there is usually a farm/house sale. Golly that is fun. Mixed in sometimes I have struck gold. You know, toys and tin figures are sometimes

mixed is with train accessories. I have hit signals, buildings and the such that a way. Berlin, NJ has a permanent flea market. Dealers run the yard sales hotly on Saturday and offer their prizes on Sunday. At one farm auction near Medford, I watched a pile build up @ .50 a bid. Turns out the buyer had a .50 cent bid on everything to help the auctioneer broom clean out the property...

*We find the simplest parts work: Cheese boxes made a great gondola. Upside down screw-capped beer can and a few supports and you have a great water tower. Why were small towns called Jerk-water towns? Every few miles a steam loco run low of water. A water tower is built near the tracks to fill the tender water tank. To get the water, a trainman climbs on the waiting loco and tender, jerks down the fill -arm and the water flows by gravity into the tender. All good...oops we need a person to live nearby to "Jerk the water" So, if there is a gate at the road at that point, we need a gateman as well. Pretty soon there is a post office, grocery store and bar: Aha! another jerk water town is born. How does the water get into the water tower?? The simplest is a pipe from a stream nearby that can carry the water downhill to the tank. Rain also works, as do gas/electric pumps. Ever swim in one? My late Uncle Raeman had the town water tower in behind his shop. One winter it froze and fell over.

*JUNK YARDS. I knew most of the junk yards in my area in my day. Quickly learned that most were in a teletype net with other yards. So, when I needed an overdrive for my 1954 Merc Monterey convertible, some junkie a few miles away had one. And off we went. The "Pony" ran between the yards once a week, but we never could wait. That overdrive worked the rest of the time. I had that sweet car. I miss that car and the chicks who followed along. I drive through my senior year in college and through-out my flying school days. And yes, I found trains in the junk yards as a well as car parts.

*Did I tell yas about us saving a Junkie's life? It was early in a summer Saturday morning and already hot and sticky. Geers, my best bud and I were at Jessies place before 8 am. He usually was a round chatting, but not that time. We always were first in and took our tool buckets and headed out to the newly-arrived section. Not Jessie. At the far end of a row was a huge turtle-shaped '51 Merc Fordor (Heavy lead sled). We heard slight yell/moan and followed the noise to find Jessie flat under the car entrapped by an unconnected front spring.

Jesse knew better, but safety first and go carefully were never spoken. Traditional at that time jacks were left everywhere in the yards, and you just grabbed one near your target piece and jacked the thing up. If the jack failed, you scooted out from under and grabbed another jack. This jack failed and caught his arm at the shoulder and trapped him flat on his back, face up. We grabbed

another jack and worked the pile up enough to drag him out by his heels. We dusted him off and repositioned his old hat and off he went. Somehow from that gesture on, the prices he charged always seemed kinda low. Ole Jessie was like an alternate-father to all us kids fixing transportation/hot rods. Later, we junked out a '47 Pont. Jessie directed we drive it over thar, but 15 feet away from the desired spot there was an engine explosion and ball of smoke and she died and kneeled down. Jessie was rolling around in the dirt laughing that "You boys got everything out that car that it had to give." (We got 18 dollars for the junker.) A few months later only one fender had been removed. The next trip, it had a date with a mobile crusher.

The first week back home from 23 ½ years in the service, I went to see if Jessie was still at it. They said he had recently moved to Florida and was relaxing. A new-to-me group of gearheads were flogging old cars back to life. I tried to buy the business. I thought it would be fun junking old cars and having the parts to build and resell some for profit. (This needed special paperwork as in Jersey you could not unjunk a car's records.)

*When I could visit my Chicken Farmer Uncle, I always I checked on his farm metal. Every farmer had a pile/section/spot where misc. farm metal collected. Parts of plow shares, tractor parts, stuff found from previous farm owners (including a revolutionary cannon ball.) Usually there were some dead vehicles to be picked over as well.

*Gallon paint/oil cans cut apart made fine freight car bodies. (Ya might want to empty them first.)

*Yard sales were a big deal during hard times. I inherited 1/2 of Grammy's large assortment of "Blue Dishes." My cousin got the other half. For years I thought they

were part of a large set. Not so. Grammy always had egg money to buy a blue dish or more likely the lid from a broken serving bowl. My cousin and I decided to put the 2 parcels back together, but many companies manufactured "Blue Dishes" so many pieces still were not complete and lids still go container less.



Lionel # 38 with extended platform ends 4-4-4 wheel arrangement



*We collected heavy metal parts on our countryside walks. They were gathered and sold to Soldo Brothers scrap yard just south of town. I don't remember if we could shop there as well. I think not.

*Bailing wire was always around. Good for securing car-loads. Screen door hooks made fine couplers. Hook eyes made the female part. Seems like they were used in furniture stores that had a junk section. Road side flotsam and jetsam were always on my search list. Muffler/tailpipe brackets, truck body parts, chains/ tools always required a stop and inspection by me. Right size bolts/washers, tools came my way. To this day some, of my tools still display road rash.

*Uncle Raeman had an auto repair business and Uncle Tom has a chicken farm, "I learnt what I knowed from them two alternate-fathers." Uncle Raeman left school around third grade I think, to start a bicycle business. In 1923 he went to auto mechanic's trade school in Phila. I have his homemade tool box that rides in my 1939 green Ford pickup to this day. He owned and ran Borden's Garage in Mickleton, NJ all his life. He had one helper, Hoppy, to do gas pumping and help a bit around the place. I have written about the wonderful things he did for his town and families. The town wrote to the Draft board that he was the only garage in town and all the farmers counted on him for farm equipment repair. He also fixed home heaters and most anything broken. My aunt was the lady of the town and most sweet unless you tried to out do Aunt Elizabeth at the local flower show or even tried to make lemon Butter ½ as good as her's... One time I was in his shop and a farmer called that a plow shaft had broken off. I went with Uncle Raeman to the farm, out in the field to the broken plow, we welded it back together, he charged the farmer \$0.50 cents and we went back to the shop. I questioned why not charge at least what the acetylene cost? He answered that the town had saved him from combat and he owed them his life. Proud I am!



Dual Lionel O Gauge Motors in a homey fanaticalized body.

* William Penn supposedly set foot on Phila soil there when he and his lady arrived from England {I'm related to her}. A cruise line left from there, crossed the Delaware River, then on to River View Park, Wilmington, DE and back. The boat brought under-privileged kids to a park next to where Frankie Heiss lives, as a free summer day trip. The boat picked the kids up on the way back. Occasionally, kids would toss deck rockers off the boat. At one

time, all our front porch furniture was dark green wicker ware from the river. The river was always helpful to my parts chase: boards, nails, containers, etc.) {Funny, Sandy lived along and swam in Big Muddy in Plaquemines Parish, well south of New Orleans, and I swam in the big river near to us: The Delaware, the "smellaware" to us as it was so stinky from Petro-pollution. After every trip on the river, we had an oil ring on the Grumman canoe to scrub off.

*What is the difference between handmade trains and Modern Era Standard Gaugers? Not much. I understand from train histories that 10 minutes after the first trains rolled out of the station, kids were marking blocks of wood with train silhouettes and sliding the together around in front of their hearths. We all love the sound of steel-on-steel and the songs of an engine at work. Most cases the homemade trains are one of one. MESGers make a few of each style and get tired of that and go back to the thrill of creating something else of a different model of train. Size seems to be of no matter. Big or little, rolling medal is a thrill for all of us trainics.

Yo'all join in, ya hear!!

Clem Clement

Past President, TCA

2021 Annmarie Christmas Layout George Leah

Are your trains sitting on a shelf? Wish you could run them on a larger layout? Consider sharing them with your community. Here is an idea you may find both fun and rewarding. If you can, find a venue in your community willing to share some space, during a holiday or anytime, and set up a miniature train display. This is what WB&A members Rich and Lee Coleman and George and Karen Leah did this past Christmas season during the "Garden in Lights" show held at the Annmarie Sculpture Garden & Arts Center situated in Solomons Maryland. This night time



event features a ¼ mile walking tour through the beautifully decorated sculpture garden and art building which begins after Thanksgiving and runs through January 1st annually. The accompanying photos show the train layout we had on display for the first two weeks of December 2021 in the arts building.



I mentioned fun and rewarding. The fun part is the planning and assembly with friends. It took seven of us 8 hours to assemble and 4 hours to disassemble. Quite a feat considering the banter being served up. The rewarding part was the glow in the eyes of both young and old plus listening to the many reflective stories about toy trains under the Christmas Tree.



This is not hard to do as long as you have a few helpful friends and keep it simple. The layout was 24' long by 10' wide using tables furnished by the venue. Three bolts of white felt covered the tables upon which the track and buildings were placed. Two scenes were created. The first was a two level winter village using ceramic buildings, Plasticville, a few animations, bottle brush trees and golden rod (weeds) painted in various colors to add depth to the scene. The second scene was a theme park/sculpture garden using a number of handmade sculptures and buildings with a few Disney accessories thrown in for the

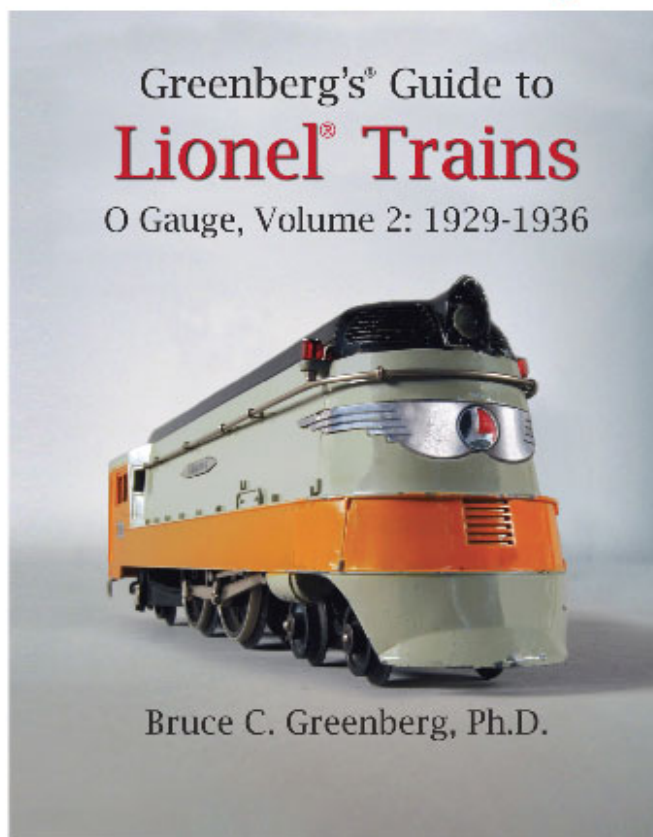


“wow’ factor.

The layout had four train loops featuring Lionel, Williams and K-Line trains in addition to a Lego train and a monorail. 027 profile track was used for an “old time” look and two ZW’s provided the power. The elevated areas were made using 2” styrene. The styrene features are reusable and can be reconfigured and repainted to reflect a new theme if desired for next year. Locomotives were switched out after two hours of run time so have a few on hand. Invite others to bring a locomotive or entire train and run it for an evening. You will have fun and the joy in the faces of both young and old will reward you.



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