

# Vol. 27 No. 2

Apr.—Jun. 2026

Editor - Paul Pullen

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

## WB&A Board of Directors

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President: John Gomoljak  
Vice Pres: Charles Doring  
Treasurer: Michael Ackerman  
Secretary: Open  
Past President: John Buxton

### Directors:

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Ron Edwards  
Wayne Fletcher  
Stuart Hirsch  
Al Marotta  
Robert Relyea  
Dan Rolleyson  
Tom Salen  
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### Eastern Division Representative:

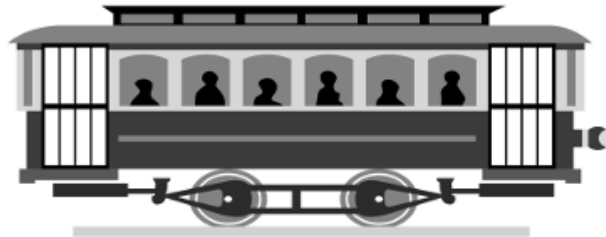
#### Key Contacts:

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**Secretary:**  
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## "The Trolley" The Official WB&A Newsletter



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

## President's Message

My name is John Gomoljak. I am the new president for the WB&A and look forward in serving our club. I would like to start off by thanking all of the board members and volunteers for their help this past year.

I feel that this club is for having fun, meeting other train collectors, discussing model trains, and making new model train friends.

The last few years the club has been trying to get kids and young adults interested in the model train world and our club. We still need to work on that and take a new look on how we can do it. If anyone has any ideas, please let me or one of the board members know.

The March 1, 2026 Annapolis Show was a fun-filled event. Featuring a full slate of vendors, good attendance, the opportunity to share a lot of good train stories, and lots of reminiscing.

The Social Committee has a full schedule of events for 2026 that you won't want to miss. A Big "Thank You" to Carol McGinnis, our Social Committee chairperson. Come out and join the fun.

We are now in a new year and need to fill the position of WB & A Club Secretary. Bob Gray has filled the position for years and has done an excellent job; now we need someone to step up and fill this position.

Let's all run steady down the rails of life without any derailments.

As stated before, this is everybody's club.

Signing off for now, John G  
443-336-6780  
[gojack1946@yahoo.com](mailto:gojack1946@yahoo.com)





**Treasurer's Report  
as of Mar. 1, 2026**  
By Michael Ackerman

The Chapter's financial activities for Jan. 1, 2026 through Mar. 1, 2026 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, 2026           \$31,581  
Check Book Balance — Mar. 1, 2026       \$32,442

Significant Activities Jan. 1, 2026 thru Mar. 1, 2026

	Income	Expenses
Train Meets	2690	2021
Membership		
Dues — 2025 (1)	15	
*Dues Prepaid — 2025 (185)	2775	
Dues — 2026 (33)	496	
*Dues Prepaid 2026 (50)	750	
Dues—2027 (2)	30	
*Dues Prepaid 2027 (1)	15	
Meetings		
Supplies		78
Social Activities		
Trolley		
Election		
Board		
Web Site (5 Years)		
Donations	40	
Supplies		194
Dan Danielson TCA Museum Brick		117

\* Note: Revenue and expenses listed as "prepaid" were received or paid before Jan. 1, 2026 and are therefore not accounted for as revenue or expense for 2026 since they are included on the Check Book Balance of January 1, 2026.

**WB&A Board Meeting Agenda**

**October 30, 2025, 7:00 PM**

**Via ZOOM**

**I. Call to Order/Certification of Quorum**

In attendance: John Buxton, Michael Ackerman, Bob Gray, Tom Salen, Doug Campbell, Ron Edwards, Wayne Fletcher, John Gomoljak, Bob Heine, Stuart Hirsch

Absent: Charles Doring, Dave Eadie, Dan Rollyson

**II. President's Comments –**



**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 Do you use Facebook? If so, request to join our Facebook Affinity Group. Contact the Group Moderator
- 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.

**III. Reports**

**A. President's Report – John Buxton John Buxton**

To The WB&A Board, with all due credit to Frank Sinatra:

And now my friends the end is near  
And so I face the final curtain.  
Fellow members, The track is clear,  
To serve you all was fun of that I am certain.  
I've collected trains and now my house is full,  
I've traveled each and every railway.  
and more, much more than this,  
We did it all with the WB&A.  
Regrets, though they are very few,  
But then again, I will not mention.  
We did what we had to do,  
And saw it through without exemption.  
We planned and charted our course,  
Each careful step along the Railway  
And more, so much more,  
We did it the WB&A Way.

I thank each and every officer and Board member for their dedicated hard work and service for WB&A Train Club. As I stand at the brass rail of my final Observation Car, I look forward to continued service as your Past his Prime

- B. Approval of Minutes from Previous BOD Meeting** – Bob Gray ask for corrections, additions, clarifications or deletions to the August BOD minutes. A motion was made to approve the minutes, it was seconded, and approved unanimously.
- C. Treasurer’s Report** – Michael Ackerman reported that the Club’s finances were on good shape. He explained that our balance is down slightly due to the recent agreement to a 5-year contract for our website services, that will benefit us over the next four years.
- D. Membership Report** – Bob Gray reported that our membership stands at 203 and that with the passing of members in good standing and those that have moved out of the area, our active membership is 197 at this time. 162 members paid their 2025 dues; 35 remain unpaid.
- E. Social Committee Report** – John Buxton noted that Carol McGinnis has been maintaining the WB&A Calendar and thanked her for her continuing support of our Club’s endeavors.
- F. Eastern Division TCA Report** – Bob Heine reported that the schedule for the April York show will be the same in 2026 as it was in 2025.

#### IV. Ongoing Board Business

- A.** The Board changed the start time for the November 8, 2025 General Business Meeting to 9:00 AM.
- B. Springfield Show Review** – Ron Edwards  
This is a recap of the Springfield show that was held at the Springfield Volunteer Fire Department firehall.  
Overall, the general impression of the participants was that the show was a “success.” This was the second show since resuming Northern Virginia shows following the pandemic and it showed a slight financial improvement over the 2024 show even though the show was in a loss of approximate \$650.00.

This did not include the expense of new signage to replace the Chapter’s train show signs that have become lost. Additionally, I purchased two 8’ table covers with the WB&A logo and name and am donating them to the Chapter for future uses as deemed appropriate.

Income from the show was \$1,489.50; comprised of \$1,020 for table sales and \$466 at-the-door ticket sales.

- We raised the table prices by \$5.00, but had fewer vendors than we had in 2024.
- 2024 – 26 for 48; 2025 – 21 for 37 tables
- Allowed vendors to spread out without charging for additional tables so that the hall had appearance of a full show
- Two vendors who paid for tables did not come to the show – one was not sufficiently recovered from a medical procedure to participate
- Three of the 2024 vendors had personal reasons for not being able to participate this year, but have expressed interest in a 2026 show.
- Expenses for the show were:
- Hall Rental -- \$ 1,875.00
- Advertising -- 46.25
- Donuts & Coffee: 128.80
- Printing & Mailing 39.36
- Three \$25 door prize certificates 50.00

We were again the beneficiaries of donations to our door prize offerings. DC Rail and Hobby Depot donated a number of custom hopper car loads in both HO and O gauge scale and three O scale vehicles. Several of the car loads were remaining at the end of the day and will be passed to John for the Arbutus show. We also were given 50 copies of the Cow Catcher magazine (most of which were taken) and a number of quarterly magazines from the RF&P Historical Society (also well taken). Additionally, Cow Catcher has sent to us 50 copies of their most recent issue for our use at the Arbutus and future shows.

Food truck was on site and was well received by those who used its services. While the vendor did not make as much in sales as she would have liked, Glenda did ask that we keep her in mind for “next year’s show.”

I have asked for vendors to provide input to me

on how we could improve the show and I am still receiving those inputs. The one suggestion is that we work on the room layout in an attempt to increase the width of the aisles between table rows. One vendor shared that he thought that we might get an increase in the of vendors if the table price was lowered to \$10.00 per table. That seems a bit low, but some reduction could be considered. We have 48 tables that can be sold. To cover hall costs alone, we would have to charge \$40.00 per table regardless of size. I will provide an update in the future on vendor responses as I receive them.

- C. **Arbutus Show Update** – John Gomoljak reported that the Arbutus TS is sold out . With this sellout we have more than paid for the rental of the hall. I am planning to visit the site this week to see if we can get a couple of additional tables if needed. John Buxton and I will be supplying the upcoming train shows with our train show flyers and will visit the local businesses to put up a notice of the show. John noted that he is very excited about this show. I believe it will be a good show for WBA, the vendors and the public.
- D. **Annapolis Show Update** - John Gomoljak will be sending flyers requesting vendors for this event shortly. He noted that the Elk's Lodge will be increasing the price for their hall in the coming year. John has a tentative commitment from the DC Trackers to participate in the show.
- E. **WB&A Elections 2025 Update** - Bob Gray reported that voting has closed for WB&A leaders. Results will be announced at the November 8, 2025 General Business Meeting. Bob noted that we need a new app for on-line voting in 2026.
- F. **Trolley Update** – (December 10, articles due)
- G. **Website Update** - We have had 3,655 hits on our website in the past 12 months and 323 in the last 30 days.
- V. **New Board Business**
- VII. **Next Meeting** - January 10, 2026 at John Gomoljak's home.
- A. **Motion** to adjourn was made, seconded, and unanimously approved to adjourn at 8:15 PM.

Minutes submitted by: Bob Gray, WB&A Secretary  
Minutes approved on 2/28/2026



## ***WB&A Membership Update by Bob Gray***

Twenty-four members paid their 2026 membership dues at the Annapolis Train Show held on March 1, 2026, bringing the total number of people who have already paid for the current year to 67. We encourage to pay your WB&A dues early in the year because it makes it possible for the Board of Directors to plan and deliver member services.



We welcome five new members to the WB&A who have come onboard in 2026. They are Joseph Woodell, Andrew Pilarski, Bert Hewes, Samuel Graham, and Sean Kehneer. Please help us increase our membership numbers by encouraging all model railroad enthusiasts to consider joining the WB&A.

The WB&A Board under the leadership of John Gomoljak has planned a full calendar of events for 2026. The benefits of WB&A Membership have never been greater. Direct benefits include, three shows per year, 2 mini meets, the WB&A Trolley Newsletter, full access to the WB&A Website, 12 "Start Your Day with WB&A" get-togethers, and excursions to train events.

I encourage you to renew your WB&A membership promptly each year. Take part in as many WB&A activities as you can. When possible, volunteer to help with an event or activity. Provide feedback to the WB&A leadership team on Club activities. Go to the WB&A website at least one time week. Write an article for the Trolley newsletter. And finally, consider serving in a WB&A leadership position.



## Union Pacific Steam Club Update No. 43 - Jan. 26, 2026



Union Pacific will join the nation in celebrating 250 years of American independence and innovation this year with its first-ever coast-to-coast steam tour led by the legendary Big Boy No. 4014. The first leg of the tour starts Sunday, March 29, with the Big Boy and several historical passenger cars from Union Pacific's Heritage Fleet traveling west to California from Cheyenne, Wyoming, the steam locomotive's homebase. The first leg of the tour ends Friday, April 24, in Cheyenne.

Two major public display days are set:

**Friday/Saturday, April 10-11: Roseville, A  
Sunday, April 19: Ogden, Utah**

A daily schedule with additional stops along with a map of the route will be released closer to the tour's launch. The eastern leg of the tour, anticipated to start in late spring, is still being finalized and will be announced soon.

There will NOT be any passenger excursions offered on the first leg of the tour.

Big Boy No. 4014, the world's largest operating steam locomotive, will be joined by two commemorative locomotives, including the railroad's newest locomotive: No. 1776 – America250. This new commemorative locomotive pays tribute to the signing of the Declaration of Independence and the founding of this nation. The locomotive will feature the emblem of the America250 Semiquincentennial Commission, the national nonpartisan organization established by Congress to lead the nation's 250th anniversary. More information about No. 1776 will be announced soon.

"We are proud to honor our nation's great history and legacy of innovation with our heritage locomotives. For the first time, we will share the Big Boy with

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. 2026 TROLLEY  
Jun. 10, 2026**

communities on the East Coast, operating it from ocean to ocean," said CEO Jim Vena. "America has never been afraid to dream about what's possible – and neither is Union Pacific as we carry the grain that feeds families, the steel that builds cities and the household goods that stock store shelves."

Union Pacific is proud that our efforts to create America's first transcontinental railroad are making a coast-to-coast Big Boy tour possible. Our combination with Norfolk Southern will strengthen America's competitiveness, enhance safety, safeguard union jobs and deliver exceptional service. If you would like to learn more or write a letter of support, visit


**AmericasGreatConnection.com.**

Submitting your letter of support is easy!  
Access the community letter form, validate your email address, complete the required fields and submit!



10:32
📶 95

[www.borail.org](http://www.borail.org)



### It's \$10 Adm day at the B&O!

On the second Wednesday of the month, stop by to see the birthplace of American railroading on a budget, with \$10 [admission](#) available all day.

From April through October, special Wednesday [Mile One Express Train Rides](#) will also be available at 11:30 am!  
Tickets available for purchase on site.

#### 2026 Wednesdays:

- January 14
- February 11
- March 11
- April 8
- May 13
- June 10
- July 8
- August 12
- September 9
- October 14
- November 11
- December 9

UPCOMING EVENTS AT THE B&O

TICKETS
DIRECTIONS
HOURS
🔍

MENU

☰

## The War Production Board

On January 16, 1942, President Franklin Delano Roosevelt signed an executive order that created the War Production Board. WPB was empowered to convert peacetime industries to military production; to allocate strategic materials including metals, petroleum, rubber and plastics; and to prohibit nonessential production.

On March 30, 1942, WPB issued General Limitation Order L-81, which prohibited the manufacture of toys that contained more than 7% by weight of critical metals, including iron, steel, and zinc. Existing toys that exceeded that limit could be sold until June 30, 1942. Naturally, this meant a hiatus in the production of electric trains.

An article by John M. Cloud in the April 1942 issue of Playthings magazine explained how toymakers were coping with wartime restrictions.



Exhibitors at the 1942 Toy Fair displayed a variety of items that could be manufactured using little or no strategic metal. Colson Corporation offered a tricycle made almost entirely of wood. Kalamazoo Sled Company redesigned its Rocket Racer to require only a thin strip of metal underneath each runner. Paul K. Guillow developed model airplane kits that used pinewood and cardboard instead of balsa, which was either restricted or unavailable. Guillow's is still with us today; this is their 100 anniversary year. Even baby carriages and hobby horses were made entirely of wood.

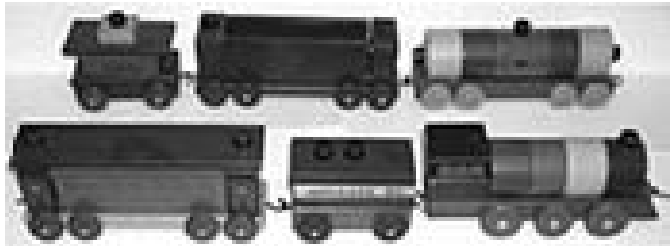
Lionel Corporation marketed its famous (or infamous) Wartime Freight Train, which included a steam locomotive and tender, gondola with crates, box car, caboose, 198 inches of track, crossing gate, highway flashers, and several human figures—all printed on heavy cardstock, except wooden dowels for axles. The paper

train was notoriously difficult to assemble. The original owner of this example apparently gave up in mid-project.



**Holgate Brothers**, of Kane, Pennsylvania, had been manufacturing wooden toys since 1929. This notice, which was enclosed with their 1942 catalog, explained that certain items with metal components were no longer available—but also hinted that some of the firm's facilities and workforce had been diverted to produce items needed by the military:





#628 Slide Blox Train (1938–1942) had metal axles and couplings, although it was not specifically mentioned in the 1942 notice. Perhaps it had already been dropped from the catalog. Train was 59" long.



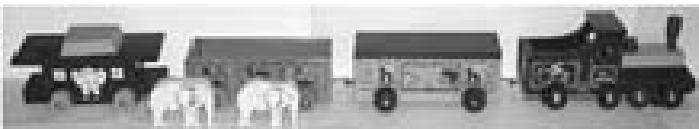
#12 War Train (1942) had wooden axles and used strings as couplings. 30" long.



#665 Jeep Tank Destroyer (12½") was one of the items discontinued in 1942.



#666 Army six by six (9") seems to have been re-tooled with wooden axles.



#1050 Circus Train (1949) had metal parts after wartime restrictions were lifted.

five images: oldwoodtoys.com

Some small companies that dealt exclusively in wood/paper products began manufacturing toys in 1942 to fill the void left by other firms that had converted to wartime production.

New technologies were quickly put to good use after the Allied victory in 1945, forever leaving a line of demarcation between prewar and postwar.

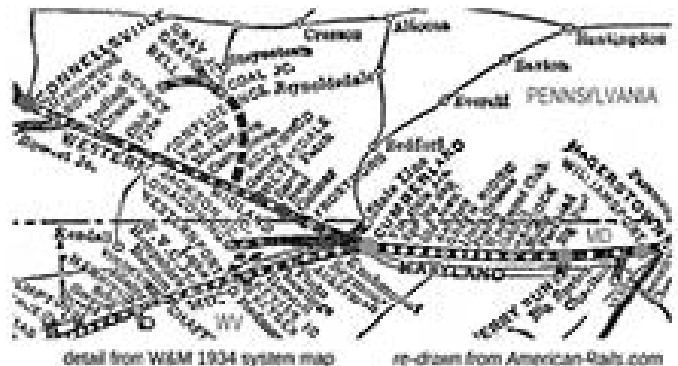


## Salisbury Viaduct

Joseph Lechner

The Western Maryland Railroad extended as far west as Big Pool when a syndicate led by George Gould acquired it in 1892. Under Gould, WM built an extension to Cumberland that opened in the spring of 1906. Gould—who already controlled the Western Pacific, the D&RGW, the Missouri Pacific, the Wabash, and the Wheeling & Lake Erie—aspired to forge an Atlantic—to—Pacific transcontinental system. But he overextended his financial resources, and lost control of his growing empire in March 1908.

New owners reorganized the Western Maryland Railway in December 1909. They soon undertook a major project that Gould had failed to achieve: an 86-mile extension to Connellsville PA.



detail from W&M 1904 system map

re-drawn from American-Rails.com

This new route required 1.75% grades to surmount the Allegheny Mountains. After reaching a summit at Deal, roadbed followed a gentle downgrade until it encountered the next obstacle—the Casselman River Valley near Meyersdale.

In 1911, WM began constructing a 1900-foot steel viaduct across the valley. This 100-foot-tall structure spanned not only the river but also U.S. Route 219 and the main line of the Baltimore & Ohio Railroad. It came to be known as the Salisbury Viaduct due to its proximity to B&O's Salisbury Branch.

Construction crews used an electric crane to lift girders into position. A major setback occurred in July 1911, when the heavily-loaded machine unexpectedly tipped over, killing five workers instantly and totally destroying the crane. A sixth worker, who was gravely injured, died hours later. In August, a worker fell to his death from the viaduct. In September of that year, the replacement crane started to tip, but did not fall over. The construction superintendent promptly resigned, convinced that the job was jinxed.

"The viaduct scarcely quivered"

On June 18, 1912, WM operated its first train across the completed viaduct. Hundreds of local residents gathered to witness this momentous event—many of them laying wagers that the bridge would collapse and fall into the valley. At 9:00 a.m., a steam locomotive cautiously crept across the span, pushing a flat car ahead of it. Workers and spectators



alike cheered when the train safely reached the other side.



WM operated its first through train to Connellsville on August 1, 1912. There, it connected with the P&LE for the all-important access to Pittsburgh.



the view from B&O (now CSX)

Chesapeake & Ohio gained control of the B&O in 1962 and the WM in 1968. The Chessie System was incorporated as a holding company on February 26, 1973. It formally acquired the B&O, C&O and WM in June of that year. Mergers make the parallel lines of former competitors redundant. The last WM train crossed the Salisbury Viaduct on May 21, 1975. It seems ironic that Chessie decommissioned the Connellsville Extension, since that route offered somewhat gentler grades than B&O's Sandpatch line, which is still used by CSX today.

WM abandoned Salisbury Viaduct in 1975, but the bridge still stands. After being modified with a concrete deck and safety railings, it opened in 1998 as part of the Allegheny Highlands Trail now part of the 150-mile Great Allegheny Passage system).



Note the wide piers in this aerial view. WM built the viaduct for double track, but only one set of rails was ever laid.  
Milo Bateman photo



DumbOxo



### Contribute to the Trolley Newsletter

Please consider contributing an article to the WB&A's excellent newsletter, The Trolley. Members would love to hear about what you are doing train-wise. Just jot down a few paragraphs and include some pictures. Tell about what you are doing with your layout or a recent ride you took on a vintage train. Maybe you have been to a good train exhibit in another city. Tell us about it. What have you been looking for that you can't find. Maybe another Club member can give you a tip. Just ask. The membership likes to read articles by other members. Send your article to Bob Gray at [bgray5002@yahoo.com](mailto:bgray5002@yahoo.com)



Woody's Train Restoration & Repair offers professional repair and restoration services for post war Lionel trains. We specialize in steam locomotives and tenders. We have the ability to repaint and rubber stamp locomotive cab numbers. We have full repair shop and can rebuild smoke units, e-units, repair whistles and rewire your locomotive to almost new. We just recently added a Lionel press and can change out broken diesel and steamer wheels and perform various other repairs. If your train needs some TLC just e-mail us ([deutsche\\_marine@hotmail.com](mailto:deutsche_marine@hotmail.com)) with your needs and we most likely can help you. (Here is a sample Woody has restored back to greatness.)



## My Train Story

Al Marotta

Hello WB&A Friends.

People sometimes ask me how I came to like trains so much. The attached photo contains my answer. My mother took the photo around 1945 or 1946. I was born June 14, 1946. If that date sounds familiar it is because another American (slightly more famous, or infamous depending on your point of view, than me) was born on that exact same day. We had a big parade in DC last Flag Day. Anyway, I digress.



If you were visiting NY City and you stood on the deck of the USS Intrepid WW2 aircraft carrier at the foot of W. 43rd Street. And using a really strong bow, you shot an arrow across the Hudson River, that arrow would land in Weehawken, NJ. That arrow would land in the spot that photographer was standing when she took that photo of three US Navy cruisers sailing up the Hudson. My father was in the navy in WW2.

In addition to being famous for hosting the duel between Aaron Burr and Alexander Hamilton, Weehawken is also famous for its transportation. It contains the entrance to the Lincoln Tunnel bringing people into Manhattan. A lot of people! It was also the terminus for the NYC West Shore Division which carried passengers and freight up the west side of the Hudson River until it met the NYC main line in Albany, NY.

Heading eastbound (actually due south) West Shore Division trains would pass through Bergen County, NJ into Hudson County, where they turned due east into a 2-track tunnel passing under North Bergen, West New York, and Union City before emerging at the shore of the Hudson River. Bear in mind that Hudson County is very compact. The cities in Hudson County are all connected. You would cross the street and be in the adjacent town. Until I was nine we lived in the northeast corner of Union City

(“embroidery capital of the country”). My father took a bus to his job on Tracy Tugboats in N.Y. Harbor. We did not own a car, so my mother would walk us everywhere. If we walked two blocks east we would be in Weehawken, four blocks north in West New York, and five blocks west in North Bergen. I used to say to mother, “Mom, I’m confused. Why are we in a different town? They all look the same.”

By the way, that railroad tunnel is still in use. It is now used by NJ Transit to run the light rail system from North Bergen to Weehawken to Hoboken, Jersey City, and ending in Bayonne.

When I was one year old, my mother, or aunt, or grandmother, would push me in the carriage four blocks east to the precipice of the NJ palisades, a good 150 feet or more above the Hudson River. There is a wonderful street called Boulevard East that runs along the top of the Palisades all the way from just north of the Lincoln Tunnel almost to the George Washington Bridge in Fort Lee, NJ.

From the sidewalk of Boulevard East is in my opinion the most beautiful view in the world: looking at all of Manhattan. Especially at sunset or sunrise. But in addition to looking across at NYC, if you looked straight down, you’d see the biggest train layout in the world, or so it seemed.

The railroad activity in the Weehawken yards was like no other place in the country. Freight trains pulled by steam engines would go in and out of the tunnel almost directly under my feet. Passenger trains of the NY Central and NY, Ontario, and Western went through the same tunnel and pulled into the NYC depot. Passengers would exit the train and scurry down the platform into the station where a waiting ferry boat would bring them over to Manhattan.

In addition to the large, very active classification yard, there was also an engine servicing facility, and something you don’t see too often: car float barges carrying freight cars from NJ over to NY City. The barges were pushed by NY Central tug boats, similar to the one my father was on.

And all this activity, accompanied by the most realistic sound system you ever heard, was all happening 150 feet below my eyes. That is when I fell in love with trains. And ships, boats, and city buses.



## **WB&A Train Shows & Mini Meets**

**By Bob Gray**

Train shows are premier events for WB&A members; offering collectors, families, and modelers opportunities to buy equipment, view operating layouts, and share their passion for the hobby. Shows offer a unique opportunity for members to socialize with fellow enthusiasts while visitors from the community are enjoying the sight and sounds of model railroading.

### **Annapolis Train Show 2026**

On March 1, 2026, the WB&A held its First Train Show of the year at the Annapolis Elks Lodge in Edgewater, Maryland. As always, this event attracted a combination of WB&A members as well as people from the Annapolis/Edgewater area. A highlight for those local adults and children was the National Capital Trackers model railroad "O" gauge model layout. The Trackers Club members graciously share their passion for America's Greatest Hobby, model railroading. The WB&A Train Club greatly appreciates their participation in this event.



For us folks who are collectors, modelers, operators, or rail fans; the Annapolis Show's vendors came through again with a wide variety of rolling stock and accessories, rail related books, and miscellaneous train stuff. Serious shoppers and curious visitors, casually roamed through the aisles chatting with vendors. A lot of sharing and learning occurs in these informal discussions. This aspect of visiting face-to-face is a major reason to attend shows. Some of our guests were lucky enough to win \$25.00 shopping coupons from the WB&A, in our hourly drawing and were able to spend just a little more on railroading treasures.



I was stationed in the lobby of the Elks Lodge at the WB&A Membership table. It is always a pleasure for me to visit with you as you pay your yearly membership dues.

Also stationed in the lobby at the Annapolis Show was our excellent Train Doctor, John Grasson. John knows his stuff and generously donates his expertise with folks who attend the Show. I sat and marveled at how he worked with people who needed help with items or answers to questions.

A big thank you to our WB&A President, John Gomoljak who ran the Annapolis Show. It takes a lot of time to get all the details organized and, then, on the day of the event, make sure everyone is happy and has fun. Next time you see John, tell him how much you appreciate his efforts.



Now, let me share some thought on the other two WB&A Train Shows scheduled for 2026.

### **Springfield Train Show 2026**

The next event will be the Springfield, Virginia Show scheduled for September 2026. This will be the third year for the event and although it has been very well planned and executed in the past, it has not attracted the attendance needed to make it, at least, a break-even endeavor for the WB&A. About one-third of our membership lives in Virginia. We need greater participation by Virginia members in the planning and implementation of the show as well as greater attendance at the event.

With that said, the Springfield Show has, even with low turnout, been an extremely fun event. Community visitors with kids love the working layouts and



kids play area. Our vendors provide an excellent array of rail-related items for sale and, as always, the format of the show enables everyone an opportunity socialize with new and old friends.

**Arbutus Train Show 2026**

Scheduled for December of 2026, the Arbutus Show always draws our largest number of visitors. Maybe that's because of its proximity to the Holiday Season or maybe folks just need to get out of the house in the wintertime. In any event, my informal observation of "Goodies Going Out the Door" tells me that a lot of buying and selling occurs at this event. The fact that the Arbutus Fire Hall has a fantastic train layout for visitors to see adds to the attendance.

All of the WB&A Shows are highly dependent on the willingness of members to plan and implement the events. If we don't have anyone willing to take the lead, we will not run the event. But it takes a team to pull off these occasions, so please think about lending a hand around the time of the shows.

**Mini Meets**

Finally, I'll briefly share some thoughts on our semiannual Mini Meets that are held along with the Club's General Business Meetings. Our preferred way to hold these meetings is have one in Virginia and one in Maryland each year, however attendance has not been good. My suggestion is to place more emphasis on the Mini Meet aspect of the event in hopes of attracting more attendees.

Although I have bought some things at these events and witnessed some trading and sales, Mini Meets probably won't ever warrant the participation of our usual vendors. What I'd like to see are some Clem Clement Style presentations where members share something they have recently purchased, something they have recently repaired, something they have made, some product of tool that has enhanced their layout, or maybe just sharing of stories related to the WB&A

.If you have any suggestions for the items I have covered in this article, please share them with me at bgray5002@yahoo.com.



**MODEL RAILROAD + W&OD MUSEUM  
2026 Open House and Display Schedule**

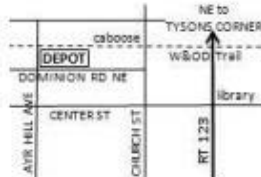
In Historic Vienna Depot on W&OD Trail  
231 Dominion Road NE, Vienna, VA 22180



FREE ADMISSION (Donations accepted)

**\*\*All times - Saturday 1-5 PM unless otherwise noted\*\***

- January 17<sup>th</sup>
- February 14<sup>th</sup>
- March 14<sup>th</sup>
- April 18<sup>th</sup>
- May 23-24, \*Sat and Sun\*
- ViVa Vienna
- September 19<sup>th</sup>
- October 3<sup>rd</sup>
- November 14<sup>th</sup>
- November 30<sup>th</sup>, \*Mon 6-9pm\*
- Holiday Stroll
- December 12<sup>th</sup>



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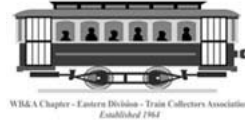
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WB&A 1219  
VTC 98-1031

Falls Church, VA.  
(703)-536-7657



# MARK YOUR CALENDARS



## Month by Month Calendar



Monday-Tuesday-Wednesday April 20-21-22, 2026 YORK PRE-SHOW, 334 Carlisle Ave, York, PA 17404 York Purple Hall, Contact Russell Youens 804-368-7898 ([jryouens@verizon.net](mailto:jryouens@verizon.net))

Thursday-Friday-Saturday April 23-24-25, 2026 YORK TRAIN SHOW, 334 Carlisle Ave., York, PA 17404 (Eastern)

\* **Wednesday, APRIL 29, 2026 - START YOUR DAY with WB&A** 10 AM, Panera Bread, 136 Maple Ave, Vienna, VA 22180

Saturday, May 3 - Sunday May 4, 2026 Great Scale Model Train Show Maryland State Fairgrounds 2200 YORK RD TIMONIUM MD 21093 <https://sites.google.com/view/greatscalemodeltrainshow/home>

\* **Wednesday, MAY 27, 2026 - START YOUR DAY with WB&A** 10 AM. Panera Bread, 1780 E Jefferson St. Rockville, MD 20852

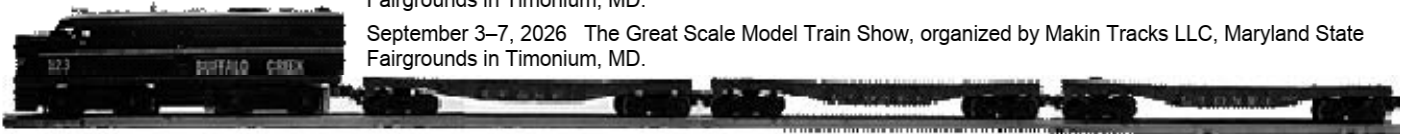
\* **Wednesday, JUNE 24, 2026 - START YOUR DAY with WB&A** 10 AM. Weber's Cider Mill Farm Inc, 2526 Proctor Ln, Parkville, MD 21234

\* **Wednesday, JULY 22, 2026 - START YOUR DAY w/ WB&A.** 10 AM Grumps Café, 2299 John Hopkins Rd, Gambrills, MD 21054

\* **Wednesday, AUGUST 26, 2026 - START YOUR DAY w/ WB&A** 10 AM – Noon Silver Diner, 12251 Fair Lakes Pkwy, Fairfax, VA 22033

August 27–30, 2026 The Great Scale Model Train Show, organized by Makin Tracks LLC, Maryland State Fairgrounds in Timonium, MD.

September 3–7, 2026 The Great Scale Model Train Show, organized by Makin Tracks LLC, Maryland State Fairgrounds in Timonium, MD.



\* signifies a WB&A Activity

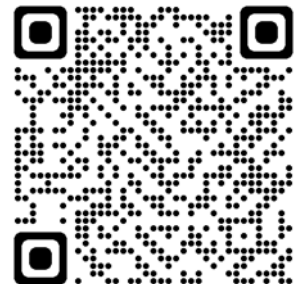
## WB&A MEMBERSHIP RENEWAL FORM

Return with a check or money order for \$15.00 payable to WB&A Chapter.

Mail to **Bob Gray, 1201 Topaz Court, Odenton, MD 21113**

You may now renew your WB&A membership **ONLINE** using your credit card. (+ \$1.50 convenience fee.) Just go to the WB&A website [wba-tca-eastern.org](http://wba-tca-eastern.org) or use the QR code at right to reach the website.

If you have any questions contact Bob Gray at [bgray5002@yahoo.com](mailto:bgray5002@yahoo.com).



Name \_\_\_\_\_

TCA Membership No. \_\_\_\_\_

WB&A Membership No. \_\_\_\_\_

(Note: You must be a current TCA member to join the WB&A Train Club)

Address \_\_\_\_\_ Apt. No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip+4 \_\_\_\_\_

Phone No. \_\_\_\_\_

Email \_\_\_\_\_

Train Interest (What do you collect?) \_\_\_\_\_

Do you have a layout? Yes No

Do you plan to attend a WB&A event this year? Yes No

Signature \_\_\_\_\_