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Nancy Tentzeras

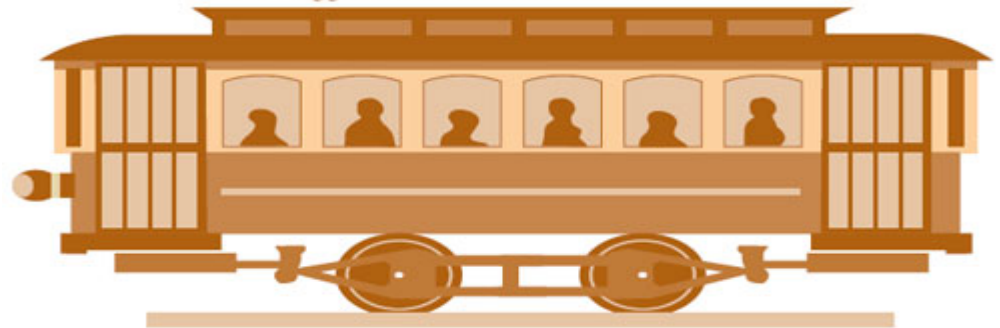
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*2010 TCA National Convention*  
*Baltimore, MD*  
*June 20—27, 2010*

# *“The Trolley”*

## *The Official WB&A Newsletter*



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

### **WB&A Board of Directors**

#### **Officers:**

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Dan Danielson

#### **Key Contacts:**

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**Train Shows:** Phone: 703-455-6154  
E-Mail: [meet-chairman@wbachaptertca.org](mailto:meet-chairman@wbachaptertca.org)

### **WB&A and TCA**

I joined TCA twelve years ago and frankly, the main reason I joined was simply to enable me to attend the wondrous York Meet I had heard so much about. If I had to join the national organization to get to York, that was just the price of admission to me. In the following years I have, of course, become much more appreciative of TCA and the great things it has brought to our hobby. In fact, if not for TCA, the York meet might not be the “greatest train show in the world”. TCA, with its 30,000 members, is the parent organization of Eastern Division and exerts a tremendous influence on nearly every aspect of our great hobby. I think it is safe to say that without TCA’s leadership, our hobby of toy train collecting and operating would not have the appeal and diversity that has brought so much pleasure and fellowship to so many people from so many different walks of life.

Having said all of the above I must state that TCA needs us, its members, to help it to maintain itself as the premier institution we all expect it to be.

Unfortunately, our difficult economic climate and litigious nature of our society have severely undermined the finances of our parent organization and so I find myself doing something in this newsletter I promised myself I would never do during my tenure as president of WB&A, asking for money. I ask not for WB&A, but for your financial support of TCA which has furnished us all with many years of leadership, information and just plain fun for a small contribution of dues. Lawsuits and the requirement of a hugely expensive sewage system for its headquarters have placed the leader of our hobby (TCA) in a financial dilemma that our president and board of directors have addressed but will take years to put it on a sound financial footing. If we, the members, contributed a mere ten dollars each the financial struggle of TCA would disappear overnight. And so I request that everyone reading this newsletter extend a helping hand to put the national representative of our magnificent pastime back on a sound financial footing. It is time to give something back to an old friend.

Sincerely,  
Art Tate,  
WB&A President

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**Treasurer's Report  
As of June 15, 2009**

Since my last report there has been very little financial activity. I did file the Chapter's 990-N Tax Return for 2008. This requirement began in 2007 stemming from the passage of the USA Patriot Act which established reporting requirements even for small non-profit organizations. There have been several visits by family and neighbors to the MacKinnon basement over the past few months. This forced me to keep the train room ready and the track clean. Children ages 4—12 eagerly took control of the layout and mastered the TMCC Controller with little difficulty. Requests to run the trains were made before breakfast was served!



The Chapter's financial activities are summarized below. If you have any questions or comments feel free to contact me at 703-927-9843 or glen.mackinnon@verizon.net. - Glenn

<b>Checkbook Balance January 1, 2009</b>	<b>\$11,874.56</b>	
<b>Significant Activities January 1, 2009 thru June 15, 2009</b>		
	<b>Expenses</b>	<b>Revenue</b>
MD Armory February 09 Meet	\$2,792	\$3,424
Newsletter 09	\$1,192	\$730
Membership Dues 09	\$120	\$5,298
Kids Korner	\$117	\$500
WB&A Web Site	\$399	\$0
Miscellaneous Expenses	\$100	\$0
<b>Checkbook Balance June 15, 2009</b>	<b>\$14,319.99</b>	
<b>Certificate of Deposit (4.36%)</b>	<b>\$2,139.72</b>	

**Secretary's Report  
for March 4, 2009  
Board of Directors Meeting**

**Meeting was called to order by Art Tate at 6:50 PM.**

**Voting Members in attendance were as follows:** Art Tate, Nancy Tentzeras, Glenn MacKinnon, Nicholas Tentzeras, Stephen Burkett, Colleen Hall, Pete Jackson, Fred Krochmal, Carol McGinnis, and George Tsakiris.

**Non-voting Members in attendance:** Dan Danielson

**Guest in attendance was as follows:** Mary Jackson

**Items that the Board discussed included the following:**

- Carol reported that we currently have 360 members on the roster, and we need to contact the 84 members who have not renewed. There was discussion putting together a membership campaign.
- It was decided that the Secretary's report will be sent out to the BOD for review, if there is no reply within 5 days then the Secretary can forward the BOD minutes to the Eastern Division Secretary with the caveat that the minutes are a draft version.
- Nicholas discussed his reasoning for his withdrawal of his candidacy for Chapter Representative which was not mentioned in the October 29th minutes and he wanted it on the record.
- The BOD approved of mailing the 4th quarter newsletter as first class mail (this newsletter will be the one that has the ballot for the yearly election) instead of bulk mail.
- Glenn reported on the financial status for 2008 and the 1st couple of months of 2009. The checking account has a balance of \$15,637.84.
- Pete reported on the results of the Kena Temple Meet
- Art reported on the results of the Annapolis Armory Meet. There was discussion of lessons learned and what can be done to improve the meets.
- Dan reported on the 2010 Convention status. Art requested a budget from Dan who stated that Eileen Rollyson is finalizing it and Dan will request it from her.
- The Board discussed the importance of communication among everyone.
- Nicholas discussed the concept of the web site; and that we needed more support from the BOD & the members.
- Glenn suggested that the next board meeting act more as a planning session, in order to establish a planning document for the next 12 months for the direction of the chapter.

Meeting adjourned at 11:00 PM. Next meeting to be held May 06th at the home of Nicholas and Nancy Tentzeras. The Secretary's Report was accepted as Published.

Respectfully Submitted,  
Nicholas Tentzeras, WB&A Secretary



## Sam's Train Wrecks By Sam Geiser

After 1870, the weights of both locomotives and other rolling stock began to increase very rapidly. This change together with the development of the manufacture of iron beams gave a great impetus to the building of metal bridges. Even though iron bridges were designed to carry much heavier loads than wooden spans, they continued to collapse with frequency from structural failure during the nineteenth century. The infamous bridge collapse of Astabula in 1876 which killed eighty people was due to the failure of an all-iron Howe truss. Again in 1887 an iron bridge near Forest Hills, Massachusetts, fell under a train. The death toll there numbered twenty-four.

One memorable early bridge collapse dampened the spirits of the inaugural celebration for the Pacific Railroad. This bash, known as the Gasconade Bridge Disaster, occurred on the first of November 1855. A party of Pacific Railroad brass, politicians and their ladies fell through the newly completed bridge over the Gasconade River and twenty-two celebrities were drowned. Clearly, the iron-girder bridge was not ready to use. Because of inevitable construction delays, the final span was not finished on opening day. The party went on anyway to their misfortune.

About three miles from Utica, New York, on the New York Central there used to be a forty-foot wooden bridge over Sauquoit Creek. On May 11, 1858, this bridge collapsed under the weight of two trains that passed on it, a passenger train and a freight. The east-bound Cincinnati Express was overwhelmingly destroyed, killing nine people and injured fifty-five in the crunched cars. *Harpers Weekly* reported this understatement: "Among the wounded, S.S. Horton of Binghamton, had his throat cut from ear to ear, as completely as though it had been done with a knife. It is said he will recover. A Mrs. Broderick was completely scalped, her head being quite circles as an Indian would do it..." What caused the bridge to fall? *Frank Leslie's Illustrated* said, "It was clearly proved that the bridge was more like punk than wood."

The Forest Hills Disaster shocked the entire country in the Spring of 1887. The spectacle was a grim one. Dead from the wreck numbered twenty-four; 125 others suffered dreadful wounds. The first thing taken from the wreck was a headless body of a woman. Other victims were transfixed by splinters through the body. Some were crushed, some dismembered, and many were mangled.



## TOP TEN WB&A BENEFETS

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. (Shows advertised in local newspapers.)
5	Free admission & table at WB& A Mini-Meets.
6	Receive quarterly the WB&A Newsletter "The Trolley".
7	Access to the newly designed and enhanced chapter web site ( <a href="http://www.wbachaptertca.org">www.wbachaptertca.org</a> )
8	A chance to get involved in planning the 2010 TCA National Convention in Baltimore.
9	Serving as a committee member or officer at the local level is very rewarding.
10	Buy, sell, trade with local train enthusiasts.

## WANTED—A FEW GOOD CANDIDATES!

### WB&A ELECTION COMING UP!

The nominating committee is seeking candidates for the positions of *President, Vice President, Secretary, Treasurer, and three Board of Directors*. Anyone interested in running for one of these positions please contact any one of the committee members by phone or email:

- Nancy Tentzeras - 301.515.0234, [ntentzeras@gmail.com](mailto:ntentzeras@gmail.com),
- Art Tate - 410.974.0373, [acttoo@aol.com](mailto:acttoo@aol.com) or
- Brian Reilly - 540.834.0160 [boxcarbr@aol.com](mailto:boxcarbr@aol.com).

Interested candidates need to submit resumes by August 25th so the slate of candidates can be finalized and submitted to the secretary by September 1st in order to prepare the ballot and for the resumes to be included in the 4th quarter newsletter.

Ballots and resumes are being mailed along with the 4th quarter newsletter. The newsletter will be mailed 1st class mail to ensure timely delivery.

*Historian's Corner*  
by Carol Redman McGinnis

TCA has long made available a number of amenities for its members. These include:

**The TCA Quarterly:** Published four times a year since January 1955. There are currently over 200 issues which have been gathered, edited, and published. Any volume is available from the Toy Train Library.

**The National Headquarters News:** This newsletter is published five times a year and provides information about new members, a president's message, national convention updates, local meet updates, and the Interchange Point. This Interchange Point is a free listing available to members who wish to publicize trains that they have for sale, that they want, or that they have to trade. In addition there is advertising for some of those hard to get items.

**National Toy Train Museum:** Provides a location for the history of toy trains. From the very early Schoenhut items to modern day trains from Mikes Train House (MTH) and Lionel, the museum displays and runs trains. Running layouts include S gauge, O gauge, HO gauge, and Standard Gauge trains. Located near Strasburg in Lancaster County Pennsylvania it can be easily reached off of Rt. 30. The Education and Museum Committee work year round to assure that the displays are kept clean, the trains running, and that new materials donated are inventoried. Admission is free to all TCA members.

**Toy Train Library:** This library provides historical reference material for trains and for the association. You can research any train line and they have a variety of books, literature, and materials. A full-time librarian staffs the library and with the Library Committee continues to assist in gathering and displaying written materials. It is in the same building as the museum.

**Articles of Incorporation and Bylaws:** It is a good idea to review the Articles and Bylaws periodically, *especially now when your national Board is revising the bylaws.* Take some time to familiarize yourself so that you know what your rights are as a member and what you can say and do about your concerns when they come up.

**National Board of Directors:** These are your representatives. Each year the President-Elect, Vice President, Secretary, and Treasurer are reelected. It is up to you to cast your vote for these positions. They make the decisions and report back to you. Let your voice be heard. The National board is also comprised of the President of each division, so these 24 people help make the future of TCA and what you want it to be.

**Standards Committee:** The TCA Standards for evaluating the condition of a train and of train related paper continue to receive constructive comments from members and from other train enthusiasts. Even on eBay (dare I say that word?) there are frequent references made to these grading standards.

**TCA Insurance Program:** Instituted about 1974, TCA offers to its members an insurance program that covers theft, fire, vandalism, and/or damage to your trains that you can get if you desire. More information is available from the National Business Office.

All of these benefits, and more, have been discussed, deliberated, and debated over the past 55 years. Think about it, you really get a lot for your money.

**CONGRATULATIONS  
TO EASTERN DIVISION**

**For WINNING BIG in the  
TCA Membership Challenge!**

**The Division was awarded a \$200 check at the TCA National Convention in Phoenix, AZ for recruiting the greatest number of members to date.**

**Continue signing up new members for TCA as the challenge continues until October 31st, 2009.**





## ***View from the Observation Car*** ***by George Tsakiris***

### ***High Tech vs. Low Tech***

As a participant in many train events I've observed several distinct species of train operators. First are the High Tech types that marvel at (and pay for) the latest technical advances. Digital command technologies allow for realistic operation, multiple trains running on one track, and remote operations. This species is sometimes viewed by the Low Tech crowd as ruining this hobby with all of that complicated needless high tech junk!

The Low Tech species are often motivated by simplicity, nostalgia, and history. There's lots of enjoyment to be had running low tech fun accessories. Many Low Tech types can recreate layouts including trains and accessories with the flavor of earlier eras of the toy train hobby. The High Tech Types sometimes view the Low Tech types as stuck in the past old fogies that just don't get it. Luddites!!

*OK George you wise guy which species of train operator are you?*

Well I'm part of the third type that enjoys all aspects of this wonderful hobby High Tech, Low Tech and everything in between. Hopefully I am in the majority. You can simply call this third species a toy train operator, or model railroader.

At a recent show put on by the National Capital Trackers I ran the latest MTH Pennsy E8s modeled after Bennett Levin's 1:1 scale renovated AA units. My son and I rode a train pulled by Levin's E8s last summer at the Altoona Railfest and we fell in love with those gorgeous engines! The MTH E8s are good looking and fun to run with realistic details, smoke, sounds, and digital command.

We also ran Williams engines that remind me of my first Lionel GP9 from way back in Christmas 1960. This engine is powerful, fast, and you could run it for hours with no problems. One member of our club who is 17 years old ran a recently acquired Williams Western Maryland GP9. This was an affordable purchase for a young adult and provides hours of fun!

Then there was all of the post war and post war reproduction Lionel engines, rolling stock, and accessories. What a great history! You should see the delight on peoples faces when the satellite takes off or the missile launcher hits the exploding box car! Low tech and lots of fun.

I'll take it all. Maybe the right title for one who likes all aspects of our hobby is Train Nut!!

### ***Follow-up from my Last Article***

Last article we discussed the Lionel/MTH association resulting in the Lionel Corporation Tinplate reproductions debut. The catalogue contained Lionel and American Flyer reproductions only and none from other manufacturers such as Dorfan, Ives, or Marx. Will MTH continue with non-Lionel reproductions? This question was asked of Mike Wolf recently. His response was that MTH will continue to offer non-Lionel tinplate reproductions by continuing the Tinplate Traditions catalogue in addition to the Lionel Corporation Tinplate catalogue.

## ***Membership Moments*** ***by Carol Redman McGinnis***

Membership 2009 (as of 5/14/09) — 315

We secured 2009 dues at the York Train meet in April. We have really been trying to get in touch with those members who have not renewed. All 56 who have not renewed have received at least one phone call (some two or three), and/or an email, and/or a postcard. In order to be reinstated these folks need to pay their dues for the current year.

Two weeks ago a welcome letter was sent out to all new TCA members who reside in Northern Virginia, Maryland, Washington, DC, and Delaware. Sixty-five letters went out from March and May's listings in the TCA newsletter. These are TCA's newest members represented by their 09 membership numbers. From these mailings we have already started receiving new WB&A members.

As you can see membership is doing well, and that's thanks to you. Once you've read this newsletter pass it on to your TCA friends who are not WB&A members. Let them see the good things that are happening with the chapter, invite them to join.

## ***\$10 BEFORE 2010***

***We ask each chapter member to donate \$10 to the TCA National Appeal. For more info, see <http://www.tcamembers.org/newsandevents/2008appeal.pdf>***



## **MARK YOUR CALENDARS!**

### ***Fall WB&A Chapter Mini Meet/ General Membership Meeting***

***Saturday, November 07, 2009***

***9 AM – 1 PM***

***ALL ROADS LEAD TO THE MEET!***



- No charge for WB&A Members and ALL Members are encouraged to attend.
- Complimentary Coffee & Donuts served 9AM
- General Membership Meeting – 10:30 AM
- Support your Chapter and let your voice be heard
- Complimentary Lunch served after the General Membership Meeting .
- Put this date on your calendar. See you there!
- Meet Chair: Carol McGinnis Call 410.336.8522 with questions
- Meet the Board of Directors.
- Free of charge table for members.
- You can pay your 2010 WB&A membership dues.
- Pick up your 2010 authentication sticker.
- Come and greet the newly elected Board Members.
- Find out what the Chapter has planned for 2010.
- Volunteer to help out at an upcoming WB&A Chapter event.
- Learn more about the fast approaching 2010 Baltimore National Convention.
- Bring a new, unwrapped toy for the Marines Corps Toys for Tots Campaign.

### ***A Star Spangled Convention by Nancy Ann Tentzeras***

Many WB&A members saddled up and headed west by planes, trains, and automobiles to participate in the Star Spangled Convention in Phoenix, AZ hosted by the Desert Division. A great time was had by those in attendance. Highlights included the Grand Canyon, a Rodeo, Meteor Crater, Sedona, layout tours, the Verde Canyon Railroad, with an entertaining evening at the Blazin 'M Ranch to name a few attractions. We managed to fit this all in (while admiring the masterpieces of the World Pastry Forum; what a treat, cakes, chocolates, mixed in with TRAINS) along with the BOD meetings, Welcome Party, trading pits, and the banquet; promoting the 2010 convention in Baltimore any opportunity that we could get. NEXT STOP BALTIMORE!



## Stan's Trolley Tidbits

In 1929 when almost every person and/or business was in the midst of the great depression, United Railway of Baltimore proposed to purchase 150 Peter Witt street cars in 1930. However, finally the Great Depression caught up with United Railway when on January 6, 1933 the company declared bankruptcy. The company went into receivership from January 6, 1933 to July 9, 1935, when it came out of bankruptcy with 50 million dollars and a new name, the Baltimore Transit Company; this name was around another 30 to 40 years.

Even as the company kept buying street cars, buses kept on showing up. In 1939, an unusual bus was tried out, which was called the Super Twin made by Twin Coach Company. It was 47 feet in length and could seat 58 passengers. This long bus could turn in about 34 feet, a radius which was made by synchronous turning of the front and rear wheels, the latter taking an angle opposite the front pair and tracking the same path. The vehicle was articulated with four wheels and dual tires in the center. The twin bus is maybe the first bus in Baltimore powered by a 175 horsepower diesel motor. The Baltimore Transit Co. gave up on this type of vehicle and it was not until early 2000 that an articulated bus was to appear again this time under the current name, the Maryland Mass Transit Administration.

Then in 1939 a new idea was proposed a vehicle called the trackless trolley. Now I remember these because I took one of them to school every day!

TO BE CONTINUED!!!!!!!!!!!!

### Advertise in the "The Trolley"

Ad Size	Per Issue	Year
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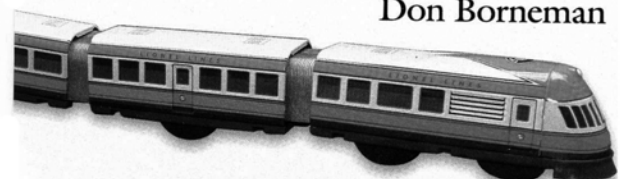
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We hope you'll join us for what we believe will be the largest and most exciting TCA convention ever; hosted by the WB&A Chapter-TCA at the Inner Harbor in Baltimore, MD, June 20—27, 2010.

The Sheraton Baltimore City Center Hotel will serve as the headquarters hotel, with the Radisson Plaza Lord Baltimore and the Holiday Inn Inner Harbor providing additional rooms. Room rates begin at \$129. The Trading Hall and Public Displays will be showcased in the Baltimore Convention Center just two blocks from the hotels...with easy load-in/load-out with shuttle buses transporting you between the hotels and Convention Center, as well as other locations, including off-site parking and the Inner Harbor.

We are presenting the first ever off-site Welcome Party in Baltimore's original Camden Station, which now houses two spectacular museums: the Geppi Entertainment Museum and the Sports Legends Museum. To complete the Welcome Party, you will be treated to a delicious dinner, bid on exciting silent auction items, and win great door prizes.

We are hosting the requisite dinner cruise on the newly refurbished Inner Harbor Spirit and Spirit of Baltimore ships, complete with singing wait staff and a DJ for your dancing pleasure.

The Ultimate Extreme Train Room will be on exhibit in the Sheraton headquarters hotel that will have hundreds of items on display that are rare, unique, shown in color variations, and in mint to like-new condition. This is a must see room for everyone!

Exciting tours have been planned in and around the Washington, Baltimore, and Annapolis areas, as well as other areas. There will be planned activities for the ladies and for children ages five through twelve participating in Kids Club will be treated to a field trip to Port Discovery Children's Museum, with lunch at the world-famous McDonalds.

Our Banquet will feature world-famous Maryland crab cakes, along with great auction items...something for everyone!

We will end the Convention with a once-in-a-lifetime voyage into history aboard the S.S. John W. Brown, one of the only two remaining steam-powered World War II Liberty Ships.

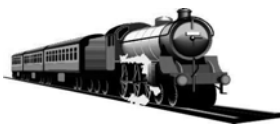
The 2010 TCA National convention website will soon be up and running at [www.tcabalt2010.org](http://www.tcabalt2010.org). Check it out!

*Dan & Hope Danielson*

*Dan & Eileen Rollyson*

*Co-Chairs*

*2010 TCA National Convention*



### *Upcoming Train Shows*

<b>Train Show/Meet</b>	<b>Date (s)</b>	<b>Contact</b>
York, PA	Oct 15 - 17	302.674.5797
MD Mini-Meet	Nov. 7	WB&A Only
Kena Temple	Dec 12	703-455-6154

### *SHARE YOUR MEMORIES....*

Do you have an article or train tip that you would like to share with your fellow WB&A Chapter members? 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 via email to [newsletter\\_editor@wbachaptertca.org](mailto:newsletter_editor@wbachaptertca.org) or via US mail to Nancy Tentzeras WB&A Newsletter Editor, 12453 Quail Woods Drive, Germantown, MD 20874.

**DEADLINE FOR SUBMITTING ARTICLES  
FOR 2009 TROLLEY**

**4TH QUARTER 2009: AUGUST 25TH, 2009**



*Don't forget to purchase your 2010 Convention apparel and merchandise from the WB&A 2010 Convention Booth in the Silver Hall at York in October 2009 and April 2010.*



## 2010 TCA Convention in Baltimore PLEASE VOLUNTEER!

Contact Convention Committee Co-Chairs  
Hope & Dan Danielson or Eileen & Dan Rollyson

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**Look who just joined WB&A!!!**

3/21/09 — 6/15/09

- |                    |                  |
|--------------------|------------------|
| Martin Riley       | Glen Burnie, MD  |
| Jerome Leyendecker | Pasadena, MD     |
| Andrew Hibell      | Edison, NJ       |
| Henry Kirwan       | Secretary, MD    |
| Jim Morrison       | Elkton, MD       |
| David "Ted" Wilson | Spencerville, MD |
| Michael Samet      | Adamstown, MD    |
| George Breeden     | Annapolis, MD    |

Share the Train Hobby with a friend, invite them to a WB&A Meet, activity, and/or share this newsletter with them.

**WANTED**

Your Vote in the September National Election  
Your vote counts and can make a difference.

**VOTE FOR**

Carol Redman McGinnis for Vice-President  
TCA 95-41066 410.381.0840

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**WB&A Chapter of Eastern Division  
Train Collectors Association  
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Discount to TCA Members

**WB&A Chapter  
Eastern Division Director Report  
by Dan Danielson**

April York was a big success with lots of trains, good fellowship, and excitement. Fall York promises to be even better since Eastern Division will be celebrating 40 years of train meets at the York Fairgrounds. To commemorate this event the Division is offering a special box car and a special button. Don't miss out on the opportunity to get both of these items. Details on both items can be found on the Division website ([www.easterntca.org](http://www.easterntca.org)).

Your Eastern Division BOD is also working hard on revising the current bylaws. This is being done in conjunction with the proposed revision of the TCA National bylaws. Please read the revised bylaws once they are available. It is up to us to make our own decision as to whether or not to approve them. But please make sure you cast your vote. More information will be available at the Fall business meeting on Saturday morning. Please attend this meeting as we need a quorum in order to vote to send the bylaws out to the membership for a vote.

Pete and Mary Jackson do an absolutely wonderful job coordinating Kids Korner at York. Many of us volunteer an hour of our time during the meet to help manage the kids playing in Kids Korner. However, we still need help with this very worthy project. Please contact Pete, Mary, or any other WB&A BOD member to volunteer just one hour. I guarantee it will be the fastest hour you have ever spent at York, and you will really enjoy it.

Finally, 2010 is just around the corner and so is the TCA National Convention that the WB&A Chapter is hosting in Baltimore, MD. Come see our fabulous convention booth this Fall at York. We are located next to the registration desk in the Silver hall. We will have a very exciting line of convention apparel, great souvenirs, and other items for sale. In addition, we will be presenting a special tour presentation at NOON and at 3:00 PM in the Orange hall meeting room. You won't want to miss this presentation. If you would like to volunteer to help at the convention, stop by our booth and talk with us. There are many fun and exciting things to volunteer to help with. Be a part of a great week with memories that will last forever.



**40 Years of Yorking...**

Eastern Division is the planning stages for a grand celebration in honor of the **40th Anniversary of the World's Greatest Train Show** at the York Fairgrounds. What better way to commemorate the event than with a Weaver Models customized crafted boxcar. This boxcar has die-cast trucks and couplers and is available in 2-rail or 3-rail. Don't miss out on this Limited Edition Boxcar. Visit [www.easterntca.org](http://www.easterntca.org) for more information and to place your order.



**My Two Boys at York  
by Clem Clement**

Our youngest son grew up in TCA. From day one, he attended York when he was 4 months old and was on our table in his carrier with a "Not for Sale" sign on him (:>). Until high school he got time off in the spring and fall to attend York and play trains with his Dad. His older brother came as well until high school challenges kept him home. We always parked in the same place under a maple tree that gave up its prime location to the new Silver Hall. Chaplain James Warrington always parked next to us. The boys had the run of the York Fairgrounds knowing that they were not allowed to go thru an iron gate to the outside street. They had dealers that they knew and visited them first to invest their funds wisely. They developed a buddy system between other kids that came to York that only youngsters could understand. They seemed to know who was to bring the Frisbee, the football, the soccer ball and other implements of play and who had the best cookies. And play they did with their young Yorker friends. (This was long before we were allowed to have Kids Korner @ York). High school and college came and during the fall of Eric's sophomore year, he asked to come home. Mom of course was thrilled. It turned out he was recruiting \$\$ for his rugby team's trip to South Africa. He came to York and said "Dad, of your adult friends that I know, most are TCA." He worked the crowd hard and I got something in my eye.

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