

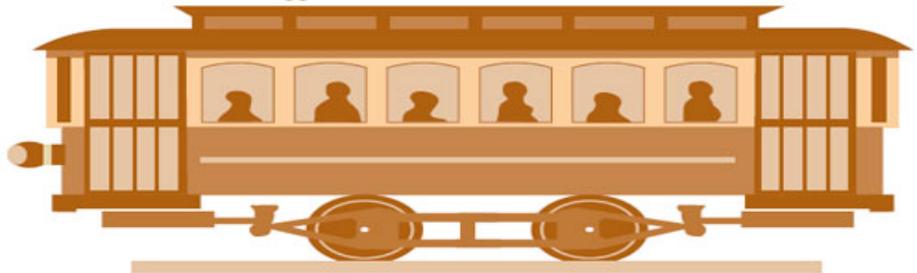
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2010 TCA National Convention
Baltimore, MD
June 20—27, 2010

“The Trolley”
The Official WB&A Newsletter



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

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Bob Ferguson, Membership
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Mary Jackson, Kids Korner
Tom Salen

Eastern Division Representative:

Dan Danielson

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THE LOVE OF TOY TRAINS

Spring has sprung and the love of toy trains continues to soar. When many think of the toy train hobby, they think that it is just for kids. However, as we all know, TOY TRAINS, are for children of all ages, young and old alike. I learned this very well hearing the disappointment in the voices of members, when we announced that we had to cancel the February 13th Annapolis Armory Meet. Many were looking forward to being able to share their love of the train hobby with many old and new friends.

Whether you are a collector or a operator, train hobbyists have a niche specialty they focus on in their collection and/or on their layout. It only takes a few minutes into a conversation to realize what one's specialty is and you can't get them to stop talking as it brings them such joy to talk about something so near and dear to their heart.

Once someone realizes what your train "passion" is for, it makes for good conversation later; and they always keep an eye out for you in search of that hidden treasure you may be looking for. If they see something you may be looking for at a train show, they may even buy it for you, just to see the joy on your face.. What a great way to share the love of toy trains with friends and family, and even strangers. This is what the train hobby is all about, the camaraderie and friendship that is acquired along the way.

Toy train enthusiasts have such passion for their train collections and layout that any opportunity that they get to share it with someone, they are delighted to do it with so much love and enthusiasm. They take so much pride and joy in the toy train hobby, that they want everyone to be a part of it as well. Once you are first introduced to the toy train hobby, there is no turning back; as you will be drawn in immediately as I was sharing in all the excitement with my husband, Nicholas, as we were searching and buying to add to our own collection along with building our first layout thanks to the dear friends who guided and provided us novices with encouragement and plenty of hands-on-knowledge.

So let's all go out and power up the engines on our layouts and share our love of toy trains with someone new. Let them see what all the excitement and craze is all about; to see the joy and happiness on a little one's face is just priceless.

Throughout this issue of the *Trolley* be sure and read more stories so you too will see how the *LOVE of TOY TRAINS* has flourished into the World's Greatest Hobby!

Nancy Tentzeras, WB&A President



**Treasurer's Report
As of March 20, 2010**

The winter of 2009 – 10 will go down in history for many reasons. Besides shoveling snow, digging out cars and living without electricity, the cancellation of our February 13 Annapolis Armory Meet was a real bummer! We spent over \$500 on advertising that could not be recovered. However, we were fortunate to be able to recoup all the funds we had spent on the Christmas bus tour. Refund checks were mailed in January to everyone that had paid for the tour. I was able to shoehorn working on the National Christmas Tree Railroad and train shows at the College Park Aviation Museum and World's Greatest Hobby in between major snow storms. Our checkbook balance reflects the deposit of our CD in the amount of \$2259 that matured on March 15th. We will be using some of the proceeds in support of the upcoming TCA Convention in Baltimore. The Chapter's financial activities for 2010 are summarized below. If you have any questions or comments feel free to contact me at 703-927-9843 or glen.mackinnon@verizon.net. There's late breaking news too! We have been able to reschedule the Annapolis Armory Meet for Saturday, September 11. Mark your calendars. - Glenn

Checkbook Balance January 1, 2010	\$11,093.74	
Significant Activities January 1, 2010 thru March 20, 2010		
	Expenses	Revenue
MD Armory February 10 Meet	\$350	\$0
Membership Dues 10	\$134	\$4,590
Newsletter 2010	\$516	\$785
WGH (Operating Layout)	\$250	\$0
Miscellaneous Expenses	\$12	\$0
Checkbook Balance March 20, 2010	\$13,890.90	

We extend our Deepest Sympathies to JANE BOYCE and her Family on the sudden passing of her husband, BILL BOYCE. Jane is the Director of Development for TCA and BILL was an avid train enthusiast and TCA member.

**Secretary's Report
for January 09, 2010
Board of Directors Meeting**

Meeting was called to order by Nancy Tentzeras at 2:00 PM. The Secretary verified that we had a quorum present and any votes taken at this meeting are binding.

Voting Members in attendance were as follows: Nancy Tentzeras, George Tsakiris, Glenn MacKinnon, Nicholas Tentzeras, Art Tate, Stephen Burket, Bob Ferguson, Colleen Hall, Pete Jackson, and Thomas Salen.

Non-Voting Member in attendance was as follows: Dan Danielson

Guests in Attendance were as follows: Clem Clement, TCA President, Hope Danielson

Items that the Board discussed included the following:

- Clem Clement, TCA President reported the need to maintain a balanced TCA budget, covered actions to be taken to reduce expenses, increase revenues and gave a review of current activities.
- Glenn reported the year end balance for 2009 at \$11,093.74. Need to consider what to do with the CD which is maturing in March
- Bob Ferguson reported that membership duties have been transferred from Carol. Since the beginning of the year, we have received 18 renewals. It was recommended that we continue to have a WB&A table at York to get new members as well as renewals.
- Art gave an update on the Annapolis Armory Meet scheduled for February 13th.
- Dan provided an update on the World's Greatest Hobby Tour scheduled for January 23rd and 24th.
- There was discussion of rescheduling the cancelled Christmas Layout tour for December 19th.
- Dan provided an update on the 2010 Convention and the happenings at Eastern Division.
- Pete reported on the success of the Kena Temple Meet as well as Kids Korner at York this past October.
- We will need to find a new mini-meet chair for the November Mini-Meet since Carol will be stepping down as she will be fulfilling her duties as TCA Vice-President
- The board of directors planned the 2010 year out scheduling meetings, meets, and outing so everyone will be abreast of what is happening.

Meeting adjourned at 5:00 PM.

The Secretary's Report was accepted as Published.

Respectfully Submitted,
Nicholas Tentzeras, Secretary



**Visit Washington DC's Union Station
May 8th, 2010
from 10:00 AM—3:00 PM
for the following Events:**

- *Meet and Greet with the National Spokesperson—Taye Diggs*
- *Train Equipment Displays*
- *Model Train Displays*
- *AmtraKids Depot*
- *Go-Green Express: Eco Exhibit*
- *National Park Service Trails & Rails Exhibit*
- *Snapshot Station*
- *Trains Move our Economy Exhibit*
- *Amtrak Brand Display—Enjoy the journey©*
- *Live cooking demonstration by Amtrak chef Michel Richard.*



Upcoming Train Shows

Train Show/Meet	Date (s)	Contact
York, PA	Apr 22 - 24	302.674.5797
VA Mini Meet	June 6	WB&A Only
Annapolis Armory	September 11	410.974.0373
York, PA	Oct 14 - 16	302.674.5797
MD Mini-Meet	Nov. 6	WB&A Only
Kena Temple	Dec 11	703-455-6154



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 (www.wbachaptertca.org)
8	A chance to participate in 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.

Membership Moments

The WB&A Chapter stands strong at 351 members as of March 19, 2010, with 300 who have renewed and paid their dues. Therefore, we still have 51 members who have yet renewed for 2010.

We are looking at contacting those who have not renewed via email and/or phone call since a postcard was sent at the end of last year already reminding all who had not renewed by years end. Additionally, they were reminded in the 1st Quarter Newsletter that if they didn't renew, that was their last newsletter.

We have been getting regular submissions of dues from the newsletter notices and the postcard. In addition, we continue to get new members from letters sent out to new TCA people who live in our area as listed in the TCA newsletter. We welcome eight new members since the Kena Temple Meet.

I plan to be at York to assist anyone in renewing their membership while soliciting for new WB&A members.

Stop by the WB&A table at York in the Silver Hall across from the Registration Desk to receive a surprise gift while supplies last.

Respectfully submitted, Bob Fergusson

Historian's Corner

The TCA Quarterly is one of the finest publications for the dispersal of information and knowledge of toy trains. In all of its chronicles there have been only three publication sites and five editors.

From January, 1955 (Vol. 1 No. 1) until October, 1970 (Vol.16 No. 4) the TCA Quarterly was published in Pittsburgh, Pennsylvania. From January, 1971, (Vol. 17 No. 1) until Fall, 1976, (Vol. 22 No. 4) it was published in Lititz, Pennsylvania and from Winter, 1976 (vol. 23 No.1) until the present January, 2010, (Vol. 26 No.1) it is published on Paradise in Ronks (Strasburg) Pennsylvania.

The distinguished editors were Lou Redman (1955—April 1961), Reynolds Galbraith, aka Uncle Gabby (July, 1961—October, 1969), and Frank Hare (July, 1969—summer, 1978). We also have Bruce Manson, Jr. (Spring, 1979—July, 2005) and our current editor Mark Boyd (October, 2005—until the present). These two gentlemen are still active TCA members and contributors to the Quarterly. Eric Buckley, Jr., then TCA Business Manager filled in as Acting Editor in the interim between 1978 and 1979 until Bruce took the reins.

Ron Morris, working with the TCA Library, has scanned the issues into readable files that can be accessed on the world wide web. You can also order some back copies from the Toy Train Library. That's 80 issues, 4 (or sometimes 5) a year for 56 years, with a total of thousands of articles on all kinds of toy trains and accessories. A truly remarkable feat by a truly remarkable organization!

WB&A Historian,
Carol Redman McGinnis, 95-41066

Keeping the wheels down and the smoke up.

CONGRATULATIONS,

to **WB&A Member,**

CAROL MCGINNIS

for **WINNING BIG**

in the 1st Quarter TCA Membership Drive.

Recruit new TCA Members, and
you too could be a recipient of **BIG BUCKS** this year!

WB&A Chapter Eastern Division Director Report by Dan Danielson

Well, we are a short time away from another great train meet at York.

Eastern Division is supporting an important need at the 56th TCA National Convention to be held in Baltimore, MD June 20—27, 2010, by sponsoring shuttle bus service during Convention Week. This will enable all Convention goers to get to the Inner Harbor, Convention Center, offsite parking, and the Convention hotels at no cost. Thanks to Sam Geiser, Eastern Division President, and the Board of Directors for making this generous donation to the Convention.

WB&A Chapter members will be staffing the Convention booth at the York Meet with lots of great merchandise, delicious, and exciting updates about the Convention. Please stop by the booth and visit with us for lots of news about what will be going on during the week of the Convention.

Across from the Convention booth, Jan and Steve Burket, Convention Registration Co-Chairs, will be available to accept and process your Convention registration. Some tours are already sold out and others are filling up rapidly. Don't delay... sign up for the Convention NOW. This is going to be a Convention to Remember."

Elections for Eastern Division leadership will take place this fall. Consider being a candidate or encouraging someone you know to run for office. The leadership of this Division is responsible for overseeing the two York Meets, among other things. Be a part of this team by volunteering to run for office. The continued success of this Division depends on our members helping to lead in the future.

Be sure to attend the FREE "ice cream social" Friday evening at the York Meet in the lobby of the Orange Hall, and stop by for the FREE "coffee and doughnuts" Saturday morning, also in the Orange Hall lobby. The Eastern Division membership meeting will be held immediately along with "coffee and doughnuts." Your attendance is important to the success of the Division. Check your April meet notice for all the details. ~ See you at York.

We extend our Deepest Sympathies to the FRANCESCHETTI FAMILY on the passing of NANCY FRANCESCHETTI, wife of the late AL FRANCESCHETTI, a founding member of the WB&A Chapter.

Who Will Be Left Behind On The Tracks? *by Colleen Hall*

The weekend of January 23, 2010, I had the pleasure of attending the World's Greatest Hobby on Tour (WGHT) and to assist the TCA with recruitment of new members as well as to speak to current members.

What impressed me the most was seeing the thousands of families that attended and brought their children. Whether the adult was the parent, grandparent, a family friend, etc., to know that they took the time to join in the event with a child filled my heart.

You see, for some time now, my husband and I have thought that the TCA, for all of its good intentions, has been lacking in the recruiting of the young. It seems too often that too many forget why they joined the TCA to begin with or at least why *I think* they joined; for *the love of trains*.

Too often nowadays we ask what has gone wrong with the young, where have we gone wrong, why don't we have the time to sit and play with our children, and what has become of good clean fun?

So to see so many out and about and enjoying the wonders at the WGHT brought a smile to my face. The hobby of trains teaches so much, it brings color to a drab world, it allows one's imagination to come alive, and it brings together good people allowing long lasting friendships to be created.

As Secretary for the 2010 TCA Baltimore Convention, I have had the pleasure of working with so many wonderful people who are giving so much of themselves in making this event fun for all of our fellow TCA members.

Our local chapter, the WB&A, has taken on the monumental task of hosting the Convention and it is our intent to make this one that will last in the memories of all for years to come. We hope our *Thinking Outside the Box* becomes contagious and serves as a motto.

Now that registration is open, I have heard from a few of our TCA members, but this past weekend, I spoke with Mr. & Mrs. Douglas of Mississippi and their story again brought home what this great hobby is all about, the young (whether you are 100 or 1, it does not matter).

Mr. & Mrs. Douglas are long time TCA members and have been coming to the Convention for the last 25-years and have enjoyed them over the years. As some may need to do, they save all year long so that they can attend the Convention.

This year they are bringing their two grandchildren with them who will be 10 and 12 at the time of the Convention. Finances, however, being what they are, they cannot do everything that they would like to do as a family. The Douglas' have decided that instead of going together on the tours and enjoying the event as a family, they are splitting the tours so that one grandparent and one grandchild gets to go on some of the tours. Now some of you might think this a good alternative, however, Mrs. Douglas is blind and depends on her husband to bring the world of what he is seeing alive to her ears. Also, Mr. Douglas' hearing is not what is used to be, and Mrs. Douglas shares the excitement of the sounds with him so he does not miss them.

The Welcome Party, one of the major must do event, is outside of their budget in allowing all four to attend as a family. For as we all know, this is an event that demands that they go as a family, especially considering where it is being held, so for now they are not attending.

In speaking with the Douglas', they wanted to know if I would ask if there are any TCA members that would be willing to donate a Welcome Party ticket (or two tickets) for their grandchildren and they then would pay for their tickets.

This, as you can see, has now moved from a yearly event for themselves to an event for their grandchildren, so that their love of trains does not die with them. The Douglas' also wanted to know if any of the larger manufacturers would be willing to donate some money to be used as, e.g., scholarship, for such purposes so that other families with children can enjoy this event with their children.

continued on page 6...

continued from page 5...

You see, Mr. & Mrs. Douglas see the bigger picture, the picture being this great hobby that will die out if we do not encourage the young to join and to be a part of our wonderful organization.

So as a fairly new member (2004), I ask what will you do to promote this hobby and what will you do to bring in a new member and how will you encourage the young to join you in the fun of collecting and playing with trains? I hope you are not too old to remember how a heart can feel when it watches a train running down a track, figuring out just how you will build your layout, and remembering just when you met that friend of yours you met because of this great hobby.

So thank you WGHT for opening the doors for thousands to attend and thank you Mr. & Mrs. Douglas for reminding us all what this great hobby is all about.

Hooked on Trains [at an early age]

At the turn of the 20th Century steam engines were much smaller and became a lot larger and more powerful mid-century. Back then steam engines and tenders could travel only 75 to 100 miles before they would require coal, water, and sand and other services to complete their run. Wymore, Nebraska, then was one of those stop-over stations for the Burlington, Railroad. Small towns often had a hotel where crews could sleep over, if necessary.

Since it was long time before cell phones, or even telephones, “call boys” were employed to make the rounds of the hotel rooms to awaken train crews when their train was ready to roll. One of these “call boys” was a lad named Bill Jeffers. The cigar-chomping Mr. William Jeffers rose to become president of the Union Pacific Railroad. A true, “only in Amer” success story.

My grandfather, Martin Reilly, worked in Wymore after he retired from farming, and before his family moved to Omaha where my grandparents thought there would be more employment opportunities for their young children. My Dad’s brother, Frank Reilly, his brother-in-law Mike Gentleman, and a sister, Irene Reilly-Lonergan, all worked for the Union Pacific RR. Many years later, my younger brother, Neil, held the positions of freight rate specialist and later, traveling secretary to the chief engineer before transferring to the U.P.’s Land Division in LA and still later to Washington, D.C., where he recently retired from the State Department.

So you see, ol’ Boxcar has ties with the RR industry although he’s never worked directly for a railroad line. My interest for many years has been focused on the hobby — Surprise? My wife Shirley’s maternal grandfather was an engineer with the Santa Fe out of Atchison, Kansas. An uncle of hers was an engineer with the Missouri Pacific where he had the run from Kansas City to Minneapolis-St. Paul. You might say that Shirley and I grew up with railroading.

My grandfather and uncle both were circulation managers for New York Newspapers. I, myself, toiled for a daily newspaper in Omaha for 19 years before being employed by the US Department of Labor first as a field rep. Maybe that’s where the “printer’s ink” got in my veins?

When my Dad was a young, he went East to seek fortune, if not fame, in New York City. There he met and married my mother and their first-born son was yours truly. My parents persuaded Santa Claus to bring their little son a brand new Lionel Electric Train the Christmas following my first birthday. Ever since then, except for a brief period as a teenager when I discovered girls, I’ve been “hooked on trains”.

Boxcar Brian — “Growing Up with Trains” will continue in the next issue of the Trolley.

View from the Observation Car *by George Tsakiris*

A Walk in the Park and Rail Fanning in the Washington DC Area *Point of Rocks and the C&O Canal*

Living in the Washington DC area can often be challenging and stressful what with traffic, high cost of living, accidents, rude drivers, traffic cameras, and high-tempo jobs. But an hour from the Washington Beltway you can enjoy nature in peace and serenity on the C&O canal at Point of Rocks, Maryland.

Recently my wife Liz and I got a case of “Spring fever” and enjoyed an afternoon that involved touring a historic building, nature by walking on the C&O canal towpath, and rail fanning at Point of Rocks, Maryland



Point of Rocks has a bridge that connects Maryland with Virginia via Route 15 and is about 14 miles from Leesburg, Virginia and 18 miles from Frederick, Maryland. The town of about 1,000 residents edges the Potomac River and the C&O canal.

In the town is the historic and attractive Point of Rocks railway station that served “The Old Main Line”; the B&O’s original and the country’s first commercial rail line. Currently the station services passengers commuting to Washington DC on the MARC Rail Brunswick line. I’ll talk more on this station and other railroad buildings in a future issue of the Trolley.

Near the Maryland side of the Point of Rocks Bridge is an entrance to the C&O canal. You have to go over the tracks and a one lane wooden bridge to reach the canal and parking area. This is not the busy towpath area close to Georgetown which at times seems like rush hour.

Heading west on the towpath takes you away from the town and quickly into nature’s peace and beauty as the C&O canal enters the Catoctin Mountains. We observed a variety of wildlife including turtles on rocks or fallen logs in the canal. The canal itself is not well kept here and has been given over to nature. The condition of the towpath east for a mile or so is generally in rough condition, especially for bike riding.

In the early spring we could see the Potomac River on one side and the CSX tracks on the other hugging the mountains. Originally just one track hung close between narrow strip of land between the rocks and the canal. Around 1830 the use of this strip of land became a large legal battle between the B&O and the C&O Canal Company. While the C&O Canal Company won, the legal costs put them close to bankruptcy and so they made a deal with the B&O for use of the land.

Later, with the need to add extra track, tunnels were built for the (from the canal) farthest track. You can see the Point of Rocks tunnel and further along the Catoctin Tunnel that is only used by the inside track, the outside track remains in the open. This is a great idea for modeling on a layout! Originally, the tunnel serviced two tracks but with the advent of larger and taller rolling stock (i.e. tall box cars, intermodal, stack cars, car carriers, etc.) the tracks were reconfigured for just one track to run in the middle of the arched tunnel to make the clearance.

Flooding and other ravages of weather have been a constant threat to the Canal. A historic plaque along the way shows a picture of flooding from the Potomac River cresting over the tracks for several feet. There was much evidence of flooding and damage from the recent harsh winter. Large trees were downed all around; one tree at least 60 feet tall had fallen across the towpath. It is no wonder that the railroad placed the communications lines on tall poles furthest from the river and signal boxes were placed 6—8 feet above ground.

So picture yourself walking or biking the towpath; it is peaceful and in the distance you hear the faint horn of diesel locomotives and a growing low rumble as the train approaches. A train comes by, you are delighted, and soon the train rumbles into the distance and peace returns.

Within our four hour walk we experienced two MARC rail commuter trains, two CSX auto trains, tow coal drags, a mixed freight consist, and two diesels’ with tow tank cars that were being dropped off or just picked up. Not bad!

Also, I recommend a great video on modern day railroading on the line, the Old Main Line Part 2: Frederick Junction to Harper Ferry, West Virginia by Blue Ridge Productions. These folks are at York and various other rail venues.

In closing, this is a highly recommended day trip and you can walk or bike the canal towpath and leave the (stressful) part of the world behind.

EVERY WB&A MEMBER SHOULD HAVE ONE !

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WB&A-TCA FUNDRAISER

2010 TCA National Convention
Baltimore, MD

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NOW AVAILABLE FOR DELIVERY



**2010 WB&A CHAPTER OUTING
WASHINGTON, DC CHRISTMAS LAYOUT TOUR
Mark your calendars for
DECEMBER 19, 2010**

Come aboard for a DAY OF HOLIDAY TRAINS, PLANES AND A LITTLE MAGIC!

We will depart by bus at **11:30 AM** on **December 19th, 2010** from **College Park Metro Station**. (2nd pickup location may be added if a 2nd bus is needed)

The trip will include the following:

- *Bus Transportation*
- *Snacks and water on board the bus*
- *Admission to the College Park Aviation Museum (National Capitol Trackers Layout)*
- *Sunday Holiday Brunch at Phillips Seafood*
- *Visit the U.S. Botanical Gardens (Holiday Magical Garden-Train Exhibits)*
- *Visit the National Christmas Tree (What's a Christmas tree without a train running around it? Enjoy large scale trains encircling "our" National Christmas Tree and other decorations)*
- *Stop at Union Station to visit the Norwegian Christmas trains weave through beautiful and authentic Norwegian winter landscape*
- *******Surprise Stops may be added ~ Trip is Handicap Accessible*******



The cost for the trip for members and/or member spouses is **\$50.00** per person, guests of WB&A members is **\$60.00** per person, children ages **10 and under** is **\$45.00** per child.

EARLY BIRD DISCOUNT: Save \$5.00 per person if you reserve your seats by October 1st, 2010.

A minimum of 40 people needed for the Outing or the outing will be canceled. So let **ALL** your **Family & Friends** know and come join in the **HOLIDAY CHEER**.

**MAKE CHECK PAYABLE TO WB&A CHAPTER TCA
MAIL COMPLETED FORM ALONG WITH YOUR PAYMENT TO
NICHOLAS TENTZERAS,
WB&A CHAPTER SECRETARY/TRIP DIRECTOR
12453 QUAIL WOODS DRIVE, GERMANTOWN, MD 20874-1545**

Contact the Chapter Secretary/Trip Director Nicholas Tentzeras at 301.515.0234 or email trip_director@wbachaptertca.org with your questions.

DEADLINE FOR RESERVING YOUR SEAT(S) IS NOVEMBER 15th, 2010!!

NAME _____ WB&A # _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

FAMILY/GUEST NAME(S) _____

AMOUNT ENCLOSED _____

World's Greatest Hobby on Tour
January 23 - 24, 2010
Dulles Expo Center ~ Chantilly, VA

What a great way to introduce people to our world of trains and the hobby of operating and collecting toy trains. The World's Greatest Hobby on Tour filled more than 100,000 sq.ft. of the Dulles Expo Center South Building full of train dealers, train layouts, and train manufacturers just waiting for the show to open at 10:00 am Saturday morning.

Our TCA booth was "looking good" and well-staffed with WB&A Chapter folks, Jane Boyce from the TCA National Business Office, and Lou and her husband from the York County Convention and Visitors Bureau. The center of our 10' x 30' booth was a wonderful 4' x 8' operating layout with pushbuttons for the kids to make the neat accessories come to life.

When the doors opened, it was like a bi wave of bodies all trying to get in to see what the world of toy trains has to offer. From that moment on, the line of folks to get in did not slow down until after 3:30 pm. The aisles and booths were so full of folks that you could hardly move around. Our booth was a constant hub of activity with little folks wanting to push the buttons on the layout and make everything 'go'. The older kids wanted to know about TCA and what we have to offer. We also talked with many TCA members about our 2010 convention in Baltimore. By the end of the day, at 6:00 pm, we had signed up 10 new members and handed out many more applications.

The modular layouts were things of marvel and awe. The standard and O gauge layouts were the hit of the show with folks so crowded around them that you could hardly get near them. The National Capital Trackers O gauge layout was so full of wonderful operating scenes and trains that it was amazing to try and capture it all in one viewing. Many folks kept coming back to see more. The Standard Gauge Module Association layout offered trains and accessories that were wonderful to see. Many items were originals from the 1910—1930 era and they performed flawlessly. Both clubs set records for largest layout, longest trains, etc.

When all was said and done on Saturday we had seen about 25,000 people come through he hall. Who said the world of trains is a dying hobby. Couldn't prove it by me!

Saturday night after the show, Clem and Sandy Clement hosted an open house with dinner and much good fellowship. Folks from our booth, the National Capital Trackers, and the Standard gauge modular group were there. Clem says no lies were told but I'm not so sure. Anyway a great time was had by all, and I did not see much food left over.



Sunday morning came bright and early. We were all in our places in the TCA booth waiting for the 10:00 am opening. Sure enough, here came another swell of folks wanting to know what this hobby is all about. The layout got another good workout with many little fingers pushing buttons while eyes beamed as Thomas and James made their way around the tracks. We signed up another 6 new TCA members on Sunday, for a 2-day total of 16, which Jane said was a record for this type of show. Shows you how good our WB&A folks are!

By the Time 5:00 pm arrived we were all ready to call it a weekend. At the end of the day, we had, I guess, another 10,000—13,000 folks for a 2-day total of 35,000 to 40,000 folks in the building. We made swift work of packing up the booth, loading cars and trucks, and saying our goodbyes, all the while looking forward to our convention committee meeting the following weekend.

I would like to thank the WB&A Chapter which supported the construction of the layout. It will become a part of our future shows. I would also like to personally thank Glenn MacKinnon, and Matthew and Steve Kehn for helping get the layout built in 3 1/2 days. I would also like to thank my daughter, Faith Kehn, for giving up her living room so that this layout could be built. Thanks also to Colleen Hall, Pete and Mary Jackson, Bob Heine, Clem Clement, Richard, Elizabeth and Charlie Doring, Fred Krochmal, Steve Burket, Nada Huston, Marty Newdorf and Tom Salen for their help in making the booth a huge success. Most importantly I would like to thank Hope for all her help and patience in making this entire weekend a wonderful experience for everyone.

This weekend was a perfect example of people giving something back to TCA, and to make the World's Greatest Hobby on Tour a place for people to have a wonderful experience. Next time we have an event, volunteer and see how much fun you have and more importantly how much fun you make it for those coming for the first time to learn about the World's Greatest Hobby — toy trains.

Stan's Trolley Tidbits
TRANSIT STRIKES

The first transit strike in Baltimore occurred in 1952, which lasted from January 10th until January 29th. The strike was a result in a 2 cent for a transfer, which ended the 50 years of free transfers. This strike was nothing to work stoppage in 1956 that started on January 10th again and lasted until April 26th. The strike ended when the property was seized by the State of Maryland.

When the State of Maryland took over they merged the two lines into one. Additionally, they changed the PCC cars from green and cream to orange and battle ship gray.

When the State of Maryland took over the Baltimore Transit company, most of the street cars were in terrible shape, the windows could not be raised, the floors were in terrible shape. Riding the cars in the winter was even worse. So on November 3rd, 1963, street car service ended and the buses took over.

One can just imagine how much traffic that was in the downtown city of Baltimore then. There wasn't even enough parking available either.

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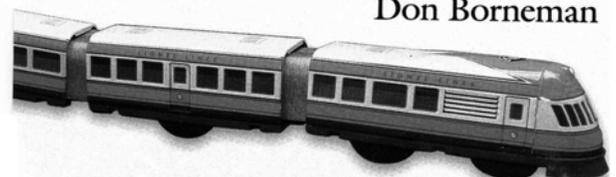
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WOW! The last seven years have flown by. Yes, seven years in the planning and now the 56th National TCA Convention is upon us. The Convention begins exactly three months from today! WB&A Chapter-TCA is pleased to sponsor this Convention.

The Convention will be held in Baltimore, in and around the Inner Harbor. The headquarters hotel is the Sheraton Baltimore City Center; overflow hotels include the Radisson Plaza Lord Baltimore and the Holiday Inn Inner Harbor. Room rates at the Sheraton and Radisson are \$129; the Holiday Inn rate is \$125. Trading Pits and Public Displays will be located in the Baltimore Convention Center. Complimentary shuttle buses will transport us from hotels to the Convention Center, as well as other sites.

On-site Registration begins Sunday, June 20th, in the Sheraton from 7:00 am—5:00 pm daily through Wednesday. Registration moves to the Convention Center Thursday, Friday, and Saturday... same hours.

The Ultimate Extreme Train Room is a must see! Located in the Sheraton adjacent to the Registration area, we'll have on exhibit many rare and unusual items, including a complete set of Lionel handcars, the scarce B&O F3 freight set, a beautiful table setting of original B&O china, and an exquisite collection of blown glass train Christmas ornaments. The Ultimate Extreme Train Room will be open Tuesday, Wednesday, and Thursday of Convention week during registration hours.

A traditional Dinner Cruise will depart from the Inner Harbor on Wednesday aboard the recently renovated "Spirit of Baltimore" and "Inner Harbor Spirit". Enjoy delicious food, and be entertained by the wait staff... dancing, too!

A first-ever off site Welcome Party will be held Thursday at the B&O's Camden Station, home to Sports Legends and Geppi's Entertainment museums. Sports Legends highlights Baltimore's famous athletes (Babe Ruth, Johnny Unitas, Cal Ripken, Jr.) and professional teams (Colts, Ravens, Orioles, and Blast), and much more (Negro League teams, and the Preakness). Geppi's Entertainment Museum showcases the finest collection of Pop Culture — comic books, movie posters, vintage toys, dolls, and best of all, trains. Dinner will be served, including famous Baltimore crab soup. We'll have a Silent Auction of very special items — something for everyone.

We've planned exciting tours in and around Baltimore so everyone can enjoy the beauty and diversity of this east coast inner city. Get acquainted with the city by taking the Baltimore Highlights tours. Members have opened their homes and businesses to some of the best train layouts ever. We've also included day trips to Maryland's Eastern Shore, Annapolis, MD, Washington, DC, Strasburg, PA, and Mount Vernon, VA.

The Trading Pits will be open in the Convention Center Friday from 9:00 am—5:00 pm and Saturday from 9:00 am—2:00 pm. Space is available for up to 700 tables and booths.

Kids Korner will be offering an array of train-related activities adjacent to the Trading Pits and will be open the same hours.

With more than 40,000 square feet, the Public Display area will be located in the Convention Center and will be open to the public the same hours as the Trading Pits. The Public Display area includes seven operating layouts, manufacturers showcasing their latest products, and educational demonstrations.

We top off Convention week with a Banquet Saturday evening — social hour at 6:00 pm, dinner at 7:00 pm. We're serving mouth-watering Maryland crab cakes, along with prime rib, chicken, and vegetarian entrees. After dinner, enjoy the Live Auction of exciting items, and win Door Prizes.

We must thank the more than 80 dedicated volunteers who have worked so hard to get us to this point. We couldn't have done it without you! Thanks!

Hope & Dan Danielson and Eileen Rollyson





Sam's Train Wrecks

Washouts

The danger that railroads face from flash floods needs no explanation. In most parts of the country, creeks, freshets, and runs can rise very quickly during heavy rains. Raging flood waters can carry large trees and even houses down stream to pound against the foundations of railroad bridges and trestles. These washouts were quite devastating on the early roads because the bridges were flimsy then. In the days before iron spans, the destruction of smaller bridges by floods was commonplace. Hundreds of bridges had to be replaced annually after the spring floods.

Today, the danger of bridges being destroyed by washouts is especially prevalent in the West, where the rapid run-off in the semi-arid regions during heavy rainfall can transform a dry creek bed into a rushing sluiceway.

A flash flood caused a bad wreck on the Chicago, Burlington & Quincy in the fall of 1923, when a passenger train fell through a trestle bridge over Cole Creek near Lockett, Wyoming. Thirty-one passengers died after a surprise flooding of an ordinarily dry creek bed had weakened the supports of the bridge. Ironically, a bridge inspector, who had examined the span just an hour before the wreck, September 27, had reported it to be quite safe. Exactly what caused the sudden rise in the creek was never established, but it was believed that a sandbar holding back a large basin of water must have given way, releasing a sudden flood that hit the trestle just as the train started across at 9:15 p.m.

As the bridge fell in, the locomotive, tender, mail car, baggage car, smoker and parlor car plunged into the flood. The first of the three sleeping cars was only partially submerged, and the last tow remained on the track. Of the eighty people aboard, at least thirty-one lost their lives. Some of the bodies were buried in the mud of the creek, and others were swept far downstream by the swift current into the Platte River. Some of the cars were so deeply buried in the mud and sand that efforts to recover the bodies were impossible until the flood waters receded.

Looking back in time through today's standards it is difficult to imagine the explanation of rail disasters from flash floods and washouts as "acts of God".

WB&A Chapter of Eastern Division Train Collectors Association 2010 Membership Renewal

or for NEW applicants

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Help us in recruiting your train friends to be new members!

*Stop by the WB&A Table in the Silver Hall at York
and receive a surprise gift!*

MARK YOUR CALENDARS

**WB&A Mini-Meet &
General Membership Meeting**

Sunday June 06th, 2010

**Kemper—Macon Ware Lodge
411 Little Falls, Falls Church, VA**

9:00 AM—1:00 PM

- 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!**

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 or via US mail to Nancy Tentzeras WB&A Newsletter Editor, 12453 Quail Woods Drive, Germantown, MD 20874.

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