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FRIENDS & FUN

Can you believe it is Spring 2007 already? Where does the time go? It seems we all ask this question several times in our lives. We are all so engrossed in the trials of daily life that we forget to have fun. WB&A Chapter TCA is a place you can enjoy a respite from the grind we call life and have some fun that seems so hard to find. The secret, I have learned, is doing things you enjoy with people you like. You can find these two rare commodities, FRIENDS & FUN, in our Club.

We conducted our second Annapolis Meet on February 3rd which was more successful than last year. Yes, it was a lot of work but as I reflect on the planning of the meet, I also realize it was a lot of fun. Many members of WB&A and especially the Board of Directors, have become very close friends of mine and I have come to enjoy their company immensely. When I joined the Club I did not foresee this aspect of membership. I thought joining would be a good way to know the hobby better and find out where the "good deals" on trains were. I got so much more than I ever expected....I made friends. Friends that I never thought I would have and friends who have broadened my experiences and enriched my life in ways I never contemplated. Best of all, I am having fun again, something that was becoming harder and harder to find with the pressures of work, family, mortgages and finances that assail us all. My wife and I go to dinner with these newfound friends, we attend family functions with each other and we have found kindred spirits whom we have confided in. We also get to play with each other's trains. It doesn't get any better than that.

The Eastern Division York Meet is coming up on April 19th so plan to attend with a friend and get to know more of your WB&A fellow members. Our next Mini-Meet and General Membership Meeting is coming up on June 3rd in Falls Church, VA and all members are welcome. Come to the mini-meet, get a free table to sell trains, enjoy our free lunch and get to know the folks at WB&A who do all the work. Get involved. We have so much to offer; Free admission to our meets, Club outings that can be enjoyed by family and friends, quarterly newsletters and much more.

Most of all, come and make some new friends so the next time someone asks where all the time went, you can at least say, "I don't know but I had fun with my friends."

Art Tate, President



**Treasurer's Report
As of March 10, 2007**

Our Chapter has started off on the right foot in 2007. We made a small profit on the Annapolis Armory meet in February. Our bank balance continues to grow as a result of ongoing membership renewals and payments for advertising in the Newsletter. We will have the funds available this year to conduct first class Mini-Meets and sponsor another great event similar to the outing to Strasburg last December. Nicholas Tentzeras, our Chapter Secretary, offered to take over the management and sales of our Chapter shirt inventory. I gratefully handed over the container of shirts and Nicholas responded in grand fashion by selling several at the Annapolis Armory Meet. Please contact him if you would like a new shirt to wear at Spring 07 York. The Chapter's financial activities are summarized below. Finally, as they have in the past, TCA Eastern Division graciously reimbursed the Chapter for expenses related to the operation of Kids Korner last year. If you have any other questions or comments feel free to contact me at 703-927-9843 or glen.mackinnon@verizon.net. Glen

Checkbook Balance January 1, 2007		\$13,846.45
Significant Activities January 1, 2007 thru March 10, 2007		
	Expenses	Revenue
MD Armory 07 Meet	\$2,034	\$3,035
Newsletter 07	\$378	\$885
Club Shirts	\$0	\$160
Membership Dues 07	\$231	\$4,604
WB&A Web Site	\$65	\$0
Kids Korner	\$69	\$472
TCA 2007 Directory Ad	\$170	\$0
Miscellaneous Expenses	\$191	\$0
Checkbook Balance March 10, 2007		\$16594.10
Certificate of Deposit w/Eastern Savings Bank		\$ 1961.35

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WB&A Newsletter Editor
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Germantown, MD 20874—1545

**Secretary's Report
for January 10, 2007
Board of Directors Meeting**

Meeting was called to order by Art Tate at 6:30 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: Art Tate, Stan Dobrzycki, Glenn MacKinnon, Nicholas Tentzeras, Dan Danielson, Garrett Goldstein, Mary Jackson, Carol McGinnis, David Martino, and Nancy Tentzeras. **Also present:** Hope Danielson, Diane Dobrzycki, and Pete Jackson

Items that the Board discussed included the following:

- Treasurer Glenn MacKinnon reported that the checking account balance as of December 31, 2006 is \$13,846.45.
- As of January 9, 2007 we have 179 members who have renewed or are new members. Carol continues to follow-up on those who have not renewed.
- Garrett Goldstein reported on the success of the Kena Meet on December 09th, 2006 which netted \$600. There was discussion on how to increase table sales. The next Kena Meet will be December 08, 2007.
- Art and Nicholas reported that the Strasburg Outing was a great success with all attendees having a great time and enjoyed getting together as a group. There was discussion for future outings.
- Art reported that the Annapolis Meet is on schedule for February 3rd, 2007.
- Nancy reported on the status of the first newsletter for 2007 which is on scheduled to be mailed the end of January.
- Nicholas reported that the new website design has been launched effective January 01, 2007.

The next WB&A Board of Director's meeting is scheduled for 7:00 PM January 10th, 2007 at the home of Mary & Pete Jackson.

The Secretary's Report was accepted as Published. Meeting adjourned at 10:37 PM.

Respectfully Submitted:
Nicholas Tentzeras, Secretary WB&A Chapter

How I Became President (of WB&A)

By Art Tate

Someone asked me how I came to be President of WB&A Chapter TCA a short time ago. I had to think about that for a while because I really don't know how I got here. When I got back into the hobby I certainly had no intention of getting this heavily involved. It's a long story and one that many of you may identify with.

My love of trains began with my father. He is gone now and I miss him to this very day. My Dad worked for the Pittsburgh & Lake Erie Railroad all his life which led him to his fascination with toy trains. Being a brakeman on the P&LE, he could not afford a lot of the beautiful trains that Lionel had to offer in the 1950s. In fact we could only afford three engines back then: A 2035 steamer, a Minneapolis & St. Louis GP-7 and an Illinois Central F-3 AB set, all Lionel. I still have all three of these engines and even though I have dozens of huge MTH and Lionel articulated engines with sound, lights, steam and smoke, I treasure these engines from my childhood. Dad would set up a 4' x 8' layout in the living room under the tree every Christmas and my brother and I would get to play with "Dad's trains". As we grew older our thoughts turned to other interests, as they do in most young men's lives. The trains were relegated to the attic where they lay patiently for someone to come and get them. Girls, school, football and cars all overshadowed Dad's trains in our teen and college years. Then came marriage, mortgages, children, a new business and all the distractions that come with making your way in life.

There was little time, nor thoughts for toy trains. Art Tate Sr. (my father) passed away in 1983 and the memory of his trains faded with that terrible loss. The trains, along with their cars and accessories languished for over 35 years in that attic, all but forgotten.

One day in the fall of 1996, my mother called. She informed me that she was cleaning out the attic and if I wanted those trains I'd better come and get them before she gave them away. Needless to say, I told her I would come and get them. How dare she even think about giving Dad's trains away? I drove home to Pittsburgh to rescue the treasures of my boyhood.

I examined the old trains I had brought home and memories began to flood back to me. I could see those trains running around the tree on Dad's platform at Christmas time in my recollections of yesteryear. This is when the bug bit me. Almost immediately, I built a small 7' x 10' layout, hooked up Dad's ZW and lovingly placed my wonderful toys on

the track after I lubed them. Nothing. The 2035's motor was frozen. The IC unit only sat there buzzing back at me but would not move. The GP-7 barely ran. Disappointed, I put them away until I could get them repaired. The IC units and the GP-7 were in pretty bad shape cosmetically too and I remembered why. My brother and I would race the engines down a grade to see how fast we could make the engines go without flying off the track at the turn at the bottom of the hill. One of us would always stand at the bottom and catch the engine when it flew off the track. Unfortunately, we did not manage to catch it every time and too often they fell the three feet to the floor. Ladders were broken off, the shells were cracked, horns were missing, frames were bent and there were scratches everywhere. I could hear Dad yelling at me all over again as he saw the damage we inflicted on his beloved trains. I hadn't thought of these misadventures for years but it all came back to me vividly as my mind flashed back to more innocent times.

Some weeks later I attended my first train show in Upper Marlboro. I stopped at a table where a husband and wife team were selling trains. That couple was Sam and Debbie Geiser. (You may know them.) I ended up buying a Williams Pennsylvania GG-1 engine with a dummy unit. I bargained hard with Sam as he moaned and groaned about having to sell his wares so cheap but he relented and sold at my price. That was my first new train purchase ever. I still have those engines today. I was in the construction business at the time and Sam and Debbie had me build a train room for their house. We became good friends and I asked Sam if he could repair my old trains. He said "sure" and I gave him the 2035 and the IC A unit. Sam informed me that the 2035 was in such bad shape that it would be cheaper to buy the engine, in good condition, at any train meet than for him to fix it. I told him it was my father's and it was special to me. Sam said, "Say no more" and took it to his shop where he lovingly restored what was an old piece of junk to everyone but me. I knew that Sam only charged me for the parts and I was touched by that gesture of friendship. He understood what that old engine meant to me and brought it back to life. It sits in a place of honor on my new 10' x 27' layout along with all the Allegheny's, Big Boys and Berkshires surrounding it. He also re-wired the IC unit and it ran great once again. Elliot Weltz of York fame restored the appearance of that beaten down old unit after giving me a very disapproving look upon my explanation on how it got to that sorry state. It looks brand new today.

Sam and Debbie asked me to join WB&A and soon after, I was appointed Treasurer. I got to know many good people on the Board of Directors, had great fun with my new friends and we played with our trains. It had become a new chapter

How I Became President (of WB&A)
continued from page 3

In my life I never had dreamed of. All because of the magic in some old trains.

The rest is all history, as they say. Sam asked me to run for Vice-President and here I am, President, today. So you see, it all started with some beat-up forgotten trains that were salvaged from a hot dirty attic and then did what they were meant to do, bring pleasure and wonderment to young and old alike. My Dad would be very happy.

Historian's Corner
WB&A Name

by Carol Redman McGinnis

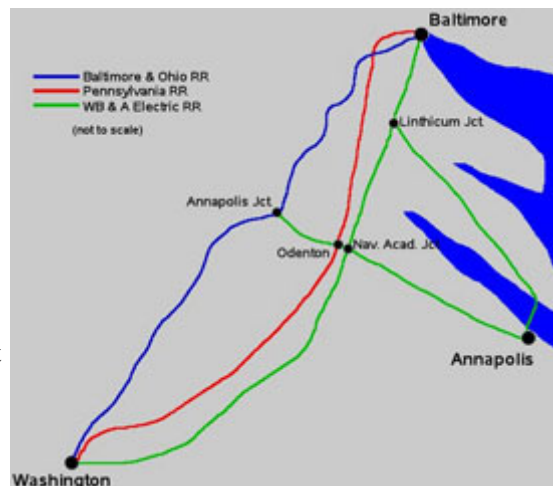
What's in a name? We all know what WB&A stands for in our chapter name — Washington, Baltimore, and Annapolis. But what is the origin and significance of WB&A to our Chapter? Extensive research yielded the following information:

Wikipedia.org tells us that the Potomac & Severn Electric Railway was incorporated in 1888. The name changed in 1900 to Washington & Annapolis Electric Railway, and finally in 1902 merged to the Washington, Baltimore, and Annapolis Electric Railway. WB&A Railroad ran state-of-the-art commuter trains from 1908-1935 on a double track laid out slightly east, but parallel, to the B&O and Pennsylvania Railroads (the current Amtrak Line). Service ran between Liberty Street in Baltimore to Odenton through Bowie and Glenarden and on to Fairmont Heights. From there it continued to Deanwood then across the Benning Road Bridge to 15th Street in DC near the Treasury Building. This route became a major source of transportation to Suburban Gardens the first and only major amusement park within Washington DC. A single track service ran from Annapolis Junction, crossed the WB&A Main Line at Odenton, then headed East to Annapolis via Millersville and Crownsville. In 1921 the WB&A absorbed the Annapolis & Elk Ridge Railroad and the Baltimore & Annapolis Short Line.

The one way trip typically took an hour and twenty minutes, which was about 30 minutes longer than the B&O Express, but the WB&A offered cleanliness, lower fares, half hourly express service and better located downtown terminals.



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The WB&A added its own electric streetcar that served as a high speed, showpiece line that

used the most advanced technology of the time. The advent of the automobile led to the decline of the line. Today parts of the right-of-way are used for light rail, rail trails, and roads. The only traces of it today are a few small sidings and telephone poles that are along the former right-of-way.

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Upcoming Train Shows

Train Show/Meet	Date(s)	Contact
York, PA	Apr 19-21	703.222.2982
Falls Church Mini Meet	June 03	WB&A Only
York, PA	Oct 18-20	703.222.2982
Beltsville Mini Meet	Nov 03	WB&A Only
Annapolis Armory	TBD	703.731.4073
WB&A Kena, VA	Dec 8	703-731-4073



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**Sam's Train Wrecks
by Sam Geiser**

Throughout the 19th Century, America was horrified by a series of railroad catastrophes as boilers burst, bridges crumbled and engines derailed. One of the earliest statements to point out the horrors of rail travel appeared in 1865 in the very respectable Harper's Weekly: "During the present year **Death** appears to have set his mark on the travelers. Every man or woman who steps out of a railway car unhurt does so with a feeling of sensible relief. It is a fact that more lives have been lost by accidents this year than in some of the severest battles of the Civil War".

The Railroad Gazette made an attempt to tally all railroad accidents in the United States beginning in 1873 that was actually reported in any newspaper. The Gazette recorded a total of 1,201 accidents in 1875. The National Census Report on transportation in 1880 reported 8,216 rail accidents that year.

Although these statistics are rather meaningless in the abstract, they do indicate the frequency of train wrecks – from three to twenty-two accidents every day depending on the source you use.



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are extended to WB&A members Clem Clement, Mary Jackson, Brian Reilly, & Nicholas Tentzeras, who are all recovering from recent surgeries. Look forward to seeing you all soon at upcoming WB&A events!

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Train Enthusiasts Weather the Elements for the Annapolis Armory Toy Train Show ***By Nancy Tentzeras***

Neither rain, sleet, snow, nor a wind chill factor of below freezing could deter the train enthusiasts turning out early Saturday morning, February 3, 2007 for the 2nd Annual Annapolis Toy Train Show.

A special thanks to President Art Tate and his many volunteers who made sure everything was running smoothly to ensure yet another successful WB&A Toy Train Show.

Nan Kronz and Mary Jackson manned the gates collecting over \$1700 in admissions and greeting over 500 people in attendance. Diane Dobrzycki kept busy walking through the armory selling 50/50 tickets before the show attendees could spend all their money on the wonderful train treasures. Secretary, Nicholas Tentzeras stepped into the action selling most of the remaining WB&A Chapter shirts at a bargain of a price, collecting an additional \$160 for the chapter. Carol and Chuck McGinnis were actively renewing and recruiting new WB&A members, while Glenn MacKinnon was demonstrating TMCC and DCS command controls on train layouts.

There were door prizes won by children of all ages; thanks to our donors, Catoctin Mountain Trains, Springfield Station, John Grabowski, Art Tate, Brian Reilly, the Dobrzycki's, the Danielson's, the Jackson's, and the Tentzeras'. It was wonderful seeing all the smiles on the show attendees faces as they strolled through the aisles in anticipation of grabbing up a great new train treasure. Or the sounds of train whistles blowing as children were delightfully entertained by the two operating layouts, one featured Thomas the Tank. If you had a train that needed mending before getting it back on the track; Train Doctor, Allen Crofts was available to take a look and get it fixed so it could be functioning on the layout.

This show's theme was ***Scratch-Built Trains***, which featured many items from the train collections of WB&A members, Stan Dobrzycki, Sam Geiser, and Clem Clement. Rumor has it that THUMPER was even on display.

Train Camaraderie was enjoyed by all; we look forward to seeing everyone again at the next WB&A Toy Train Show. Who knows what you will find at the next show, maybe a demonstration on how to build bench work for a layout or maybe even a small layout will be built over a course of a couple of WB&A Toy Train Shows. Stay tuned for further details.

NOTE: Tables at WB&A Train Shows are not just for dealers, any WB&A member who would like to sell something out of their train collections are invited to reserve a table at any upcoming Train Show.



A partial display of the show's theme of Scratch – Built Trains. Is THUMPER anywhere to be found here?



The next generation of WB&A winning his first engine, Thomas the Tank James. He couldn't wait to get home and put it on the track.



Pete Jackson fixing the WB&A Chapter Layout so it can be enjoyed by all the young train enthusiasts.

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2010 Convention Update
by Dan Danielson

A meeting of individuals committed to and interested in working on the 2010 TCA National Convention to be held in Baltimore, MD was held February 10, 2007 at Convention Chairs Hope and Dan Danielson's home. Eileen and Dan Rollyson, Assistant Co-Chairs, and a room full of folks were in attendance. Many new volunteers were in attendance, as well. I am really pleased with our member support to date. However, there are still many committees that need additional help. You may volunteer for more than one committee.

One of the most significant results of the meeting was to gain a Secretary for our Convention. Coleen Hall will be our Secretary. She has already done a wonderful job compiling all our lists of committees, members, and minutes, as well as other reports. If you would like a copy of any of these lists, contact Coleen at 540-622-2258 or gemini20878@yahoo.com.

We continue to be ahead of schedule, but, believe it or not, we are only three years away from the big event! Seems like just yesterday that we were six years out. Tomorrow will be 2010!!!

Many great suggestions were discussed and captured for future use. Events such as a Charter Member/Past National President reception, social tea for the ladies, and a Chesapeake Bay sailing trip are but a few of the new ideas discussed. Let us know what activities you would like to have included. We need all WB&A Chapter members' input and help to make this Convention a huge success.

Carol McGinnis continues to finalize the art for our Convention logo/patch to be used with our Convention materials. She has done a wonderful job of bringing our ideas to reality.

We will have committee signup sheets at all future WB&A Chapter functions. Please stop by and volunteer. Your help is needed to make this event a success, for there is much to accomplish. You can reach Hope and Dan at 703-743-2152 and Dan and Eileen at 703-573-8822.

Do you have a story that you would like to share with your fellow WB&A Chapter members? Please send any train-related articles, stories, and/or camera-ready images 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.



Look who just joined WB&A!!!

Phillip A. Holloway
 Joseph Scarpinato
 Michael Z. Foster
 Arthur Z. Foster
 Dorsey Boyle
 Dave Sealing
 Robert H. Nicolls
 Edward E. Richardson
 John S. Morris
 Ed Conrad

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 Fulton, MD
 Worton, MD
 Lothian, MD
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 Burke, VA

Membership Moments by Carol Redman McGinnis

TOTAL MEMBERSHIP as of April 01, 2007 - 280

Reminders have been sent out and memberships continue to come back in. At the Annapolis meet we received 14 members of which 3 were brand new members and 11 were renewals. All renewal stickers are being mailed out whether members send self addressed envelopes or not. So, some of you are helping to save the chapter those mailing costs. Thanks.

We are talking at the Board level about publishing a WB&A directory, separate from the TCA National Directory. I'll have more information as I get quotes on the cost for this publication as well as the cost for distribution. Let your board members know your thoughts, and they'll advise us at the next board meeting. We need your ideas, suggestions, and recommendations.

We're always looking for additional sites to hold train meets. Suggestions have been made for a hall in the Towson area, or possibly Timonium. Let the board know about potential sites and if you can provide a contact phone number that would be helpful. After all, we do stretch up into Delaware and should make a meet accessible to them! Anyone have any ideas about a meet in Delaware?

Newsletters will be mailed out to all members. If a buddy asks where their newsletter is they probably did not pay their 2007 dues. Let them know that there's an application on the WB&A website at www.wbchaptertca.org or they can get a copy from you from this newsletter. We are also going to put our information into the TCA National Directory. This way we can reach out to all 3000 members who live in our area. Help us get the word out!

Stan's Trolley Tidbits

Trolleys did not come easily in Baltimore. There were numerous adventurous attempts in trying to start the street lines in Baltimore City. Various companies involved in trying to get "Rapid Transit" established included Maryland Central Railroad, the Baltimore and Hall Springs Railway, and the Baltimore City and Passenger Railway, which later became the Baltimore Traction. The owners of the Lorraine Park Cemetery kept the street car lines open in order to transport the funeral caskets and families to the Lorraine Park Cemetery.

The City of Baltimore passed legislation assigning transit rights of certain streets in Baltimore to the Park Railway Co., the Baltimore, Peabody Heights & Waverly Passenger Railway, and the North Baltimore Passage Railway Co. together known as the Frick Lines.

It wasn't until July 25, 1892 that the electric wires went up for street cars, which was closely allied with Baltimore Traction Co. Their history can be found under such company names like Pimlico and Pikesville. There was a short line along Belvedere Avenue to Park Heights, which is where the Pimlico Race Track is located.

The Baltimore Curtis Bay Co. also fell under the umbrella of Baltimore Traction. This Route went from Light Street to the Village of Brooklyn in Anne Arundel County. This line was later extended along Hanover Street into Baltimore and Patapsco and Curtiss Avenue into the Brooklyn area of Baltimore, then on to Fort Avenue and Charles Street.

The Walbrook Gwynn Oak and Powhatan was also conceived as an electric operation in 1894 out of Garrison Boulevard to the Baltimore and Liberty Turnpike and then later on to Gwynn Oak Avenue. In December 1894, Baltimore Traction secured a majority of the directors of the company, better known as the founders of Gwynn Oak Amusement Park. To Be Continued.....



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MARK YOUR CALENDARS!

Spring WB&A Chapter Mini Meet/ General Membership Meeting



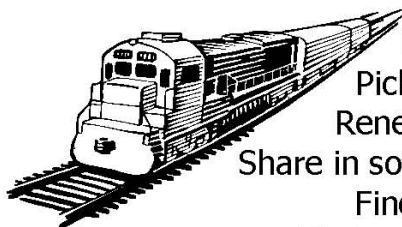
**Sunday, June 04, 2007
9 AM – 1 PM**



All roads lead to the meet!

Location: Masonic Lodge, 411 Little Falls Street Falls Church, VA 22046

**WB&A Members welcome without charge
Coffee & Donuts served 9AM, at no cost
General Membership Meeting – 10:30 AM
Complimentary Lunch served afterwards**



Meet the Board of Directors.

Free of charge table for members.

Pick up your 2007 authentication sticker.

Renew your 2007 WB&A membership dues.

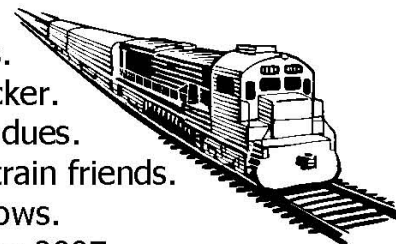
Share in some fun and fellowship with your train friends.

Find out plans for upcoming train shows.

Find out what the chapter has planned for 2007.

Volunteer to help out at upcoming WB&A Chapter events.

Learn more about the upcoming 2010 Baltimore National Convention.



Directions: From I495, take I-66 East: Exit 69 – Washington BLVD. Right at first traffic light – Lee Highway – 29 South. Go 2 blocks to West Jefferson Street and turn right. Go 1 block to Little Falls Street. Jefferson dead-ends into Little Falls street and parking lot of the Lodge.

Put this date on your calendar. Hope to see you there!

Meet Chair: Dan Danielson

Please note all the free, no charge, complimentary stuff for members.



WB&A Eastern Division Director Report
By Hope Danielson

Eastern Division Board Meeting: January 27, 2007

The recently-elected officers and directors of Eastern Division-TCA met in January to review outstanding issues and new matters that have come to the attention of the Board.

The Eastern Division-TCA Board members in attendance were: Sam Geiser, President, Clem Clement, Past President/National TCA Vice President, John Zampino, Vice President, Brian Reilly, Secretary, Jim Kronz, Treasurer, Hope Danielson, Director/WB&A Chapter representative, Robert Heine, Director, Woody Kriner Director, John Zobel, Director.

Many other Division leaders were present, as well: Bill Spanarelli, York Meet Chairman, Dan Danielson, York Meet Registrar, Stanley Dobrzycki, Safety & Security Chairman, Debbie Geiser, Web Master/Awards Committee Chairlady/Internet Committee Chairlady, Nan Kronz, Kids Korner @ York Co-Chairlady, Glenn MacKinnon, Rules & Regulations Chairman, Mike Petronella, Senior Field Advisor, Nancy Tentzeras, Computer Committee Co-Chairlady/Chief IT Officer, Nicholas Tentzeras, Computer Committee Co-Chairman/Director, IT

Major issues discussed, and decisions made, include:

1. Fines and/or sanctions will be placed on members who vacate their booth/table space before the close of Meets on Saturday afternoon at 2:00 pm.
2. The Membership meeting time and location were changed from 11:00 am Saturday in the Silver Hall to **8:00 am Saturday in the Orange Hall** (during the Coffee & Donut Social).
3. There is much misinformation made in on-line chat rooms, including TTML. Please be aware that there is a wealth of correct information on the Eastern Division (www.easterntca.org) WB&A (www.wbachaptertca.org) and TCA (www.traincollectors.org) web sites.
4. If you plan to invite a guest to a York Meet, you are responsible for paying his/her admission fee. This is one of the [little known] requirements of the Division's incorporation.
5. Due to the ever-increasing number of badges that are reprinted at York Meets, approval was granted to charge \$5 for reprinting a badge.



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 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.

Need to renew your membership or know a friend who would like to join the WB&A Chapter-TCA, please pass this application on to them. Additional forms available online.

WB&A 2007 Membership

Fill in and return this form
 Renewals and New Applicants

Name _____

TCA# _____ WB&A #: _____ (renewals)

Address _____

City _____ State _____ Zip _____

Home Phone _____ Cell _____

E Mail address (or NA) _____

***Send a self addressed stamped envelope ***

Make check or money order payable to **WB&A** for **\$18.00**

Send to: Carol McGinnis
 6293 Lightpoint Place
 Columbia, MD 21045

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All Aboard!

B & O Railroad Museum



- Open Daily
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Buy One Admission, Get One Free!

Please present your TCA Card, your WB&A Card or this coupon to receive the discount.
This discount also applies to the B&O's Ellicott City Station
Offer is valid for one free admission per party and cannot be combined with any other offer.
Expires 12/31/07

2024

**The B&O RR Museum
extends a special
welcome to TCA/WB&A Members
Just present your TCA Card, WB&A Card,
or this Coupon to receive the discount.
Discount is also available at the
Ellicott City Station.**

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hotsho2go@aol.com

Our Heartfelt THANKS!!!

We wish to thank Jim & Nan Kronz and Pete & Mary Jackson for all their time, hard work, and dedication that they give to Kids Korner @ York. Whenever you are at York, please stop by and say THANK YOU to them for all the incredible work that they are doing for the future generations of the Toy Train Hobby.

2007 - 2008 Shows

Sunday September 30, 2007
Saturday December 15, 2007
Sunday March 09, 2008
Sunday September 28, 2008
Saturday December 20, 2008

We follow TCA Standards
at Our Meets.

Arbutus Train and Toy Show

Location: Arbutus Volunteer Firehall ~ 1/4 mile off Beltway ~ 12A Southwestern Blvd.
Doors Open 9:00 AM - 1:00 PM ~ Dealers Setup 7:00 AM
All Table's \$15.00 ~ includes one Admission ~ Tables at the door ~ \$18.00 if available
Table Fees must be in 30 days before the show date.
Admission \$4.00 ~ Children under 12 FREE with an Adult
For information contact Frank or Sunny Vacek ~ 410.465.3782 (Evenings 6 - 9 PM)

Nancy Tentzeras
WB&A Newsletter Editor
12453 Quail Woods Drive
Germantown, MD 20874-1545

Register early for the WB&A Kena Temple Train Show, December 8, 2007

- **Setup Friday, December 7, 2007, at 2:00 pm or Saturday at 7:00 am**
- **TCA Members admitted 8:00 am Saturday, December 8, 2007**
- **WB&A Members admitted FREE**
- **Open to Public at 9:00 am and closes at 3:00 (Admission \$5.00)**

Directions: From I495 Beltway in Virginia, Take US 50 West. Move into left lane by the fourth light. At the 6th light, turn left onto Barkley Drive and take an immediate right at the Mantua sign. Go down to stop sign and turn left into the parking lot. Dealer load-in is at far end of lot.

Send a check and a stamped self-addressed envelope to:

Garrett Goldstein
7314 Friden Drive
Falls Church, VA 22043

1 st Table (WB&A Free Admission):	\$25.00	\$ _____
Admission: Non-WB&A:	\$ 5.00	\$ _____
Admission: Non-WB&A Helper:	\$ 5.00 ea	\$ _____
Extra Tables:	\$ 30.00 ea	\$ _____
Total Due (Check to "WB&A"):		\$ _____

Name: _____ TCA# _____ WB&A# _____
Address: _____ City: _____ ST: _____ ZIP: _____
Day Tele: _____ Eve Tele: _____ E-Mail: _____
Name of Helper (s): _____