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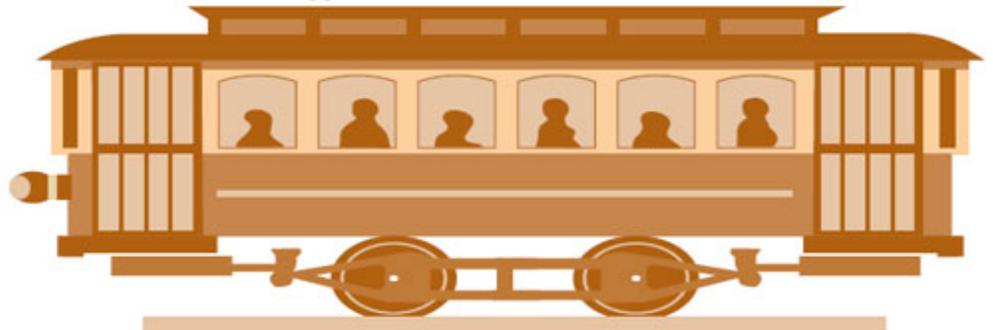
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*2010 TCA National Convention  
Baltimore, MD  
June 19—26, 2010*

**“The Trolley”  
The Official WB&A Newsletter**



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

**WB&A Board of Directors**

**Officers:**

President: Art Tate  
Vice Pres: Nancy Tentzeras  
Treasurer: Glenn MacKinnon  
Secretary: Nicholas Tentzeras  
Past Pres: Dan Danielson

**Directors:**

Mary Jackson, Kids Korner  
Pete Jackson, Kids Korner, Meet Chairman  
Fred Krochmal  
Carol McGinnis, Membership Chairman  
Director: OPEN  
Director: OPEN

**Eastern Division Representative:**

David Martino

**Key Contacts:**

**President:** Phone: 410.974.0373  
E-Mail: [president@wbachaptertca.org](mailto:president@wbachaptertca.org)  
**Secy/WebMstr:** Phone: 301.515.0234  
E-Mail: [secretary@wbachaptertca.org](mailto:secretary@wbachaptertca.org)  
**Membership:** Phone: 410.381.0840  
**Train Shows:** Phone: 703-455-6154  
E-Mail: [meet-chairman@wbachaptertca.org](mailto:meet-chairman@wbachaptertca.org)

**SEE YOU IN BALTIMORE**

Having just returned from the TCA National Convention in Burlington, Vermont, it only seems natural to share a few observations with you, my fellow members of WB&A and TCA. Putting a national convention together is a monumental task requiring the efforts of almost everyone in that Division or Chapter. The New England Train Collector's Association (NETCA) presented a great retinue of affairs and tours guaranteed to please everyone. There were tours of the Ben & Jerry's ice cream factory. No, there were no free samples, it seems that even a factory tour now costs \$3.00 for one scoop of ice cream. Such is the way of today's world but this did not detract from a fun time. From the Cold Hollow Cider Factory, (Yes it was free and so was the delicious ice cold cider) to the Conway Scenic Railway in New Hampshire there was something for all appetites.

As you may or may not know, your own WB&A will be hosting the 2010 TCA National Convention right here in Baltimore. Dan Danielson, Chairman of this huge event and his staff have been working hard for the past two years to make this an affair that will be long remembered by all who attend. If you have never attended a TCA Convention, now is the chance to see just how TCA is run and to meet the officials who continue to make our hobby the greatest in the world. If you so desire, you may attend some of the work sessions of the TCA Board of Directors at our Convention. These can become marathon sessions of up to seven hours for two or three days of the Convention. There was much to be done and our own Sam Geiser, President of Eastern Division, was in the thick of things helping to keep TCA functioning smoothly. Needless to say, didn't stay the whole seven hours but it is educational and interesting to see how our policies are made.

It is less than two years that it will be WB&A's chance to dazzle the train collecting hobby with our organizational ability and to show everyone what even a small chapter like ours can do when dedicated people put their minds and efforts together. Plan to attend the upcoming Convention Planning Meeting, August 16th.. It's not too early and if you'd like, contact Dan or anyone at WB&A and have some fun helping us put our grand show together. See you in Baltimore.

Art Tate, WB&A President

<i>In This Issue</i>	<i>Page</i>
Treasurer's Report	2
Secretary's Report	2
Historian's Corner	3
Mail by Rail	4
November Mini-Meet	4
Membership Moments	5
A Great Find	6
Eastern Division Happenings	8
2010 Convention Update	10



**Treasurer's Report  
As of June 20, 2008**

Summer has arrived and Janet and I headed north to Burlington, Vermont to attend the TCA Convention. We were very excited about our first trip to New England and looked forward to seeing many friends and meeting other TCA members from around the country. Financially, the Chapter is in great shape and I'm very optimistic about the months ahead. We have provided another \$4000 to the 2010 Convention we are sponsoring. We have signed a long term contract with Kena Temple for our annual holiday show; this year it will be Saturday, December 13th. We were able to lock in February 14th, 2009 for our annual Annapolis Armory show. Advertising is in place for these events so mark your calendars and make plans to attend. The Altoona trip was great fun and the Chapter just broke even! Thanks for all your support. The Chapter's financial activities for 2008 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

Checkbook Balance January 1, 2008		\$16,373.49
Significant Activities January 1, 2008 thru June 20, 2008		
	Expenses	Revenue
MD Armory February 08 Meet	\$2,572	\$2,879
Kena Temple December 08	\$2,000	\$0
Annapolis Armory February 09	\$300	\$0
Mini-Meets 08	\$419	\$0
Altoona Trip	\$3,704	\$3,730
Newsletter 08	\$1,599	\$780
Membership Dues 08	\$235	\$5,329
WB&A Web Site	\$354	\$0
Kids Korner	\$151	\$481
Secretarial Expenses	\$100	\$0
2010 Convention	\$4,000	
Miscellaneous Expenses	\$572	\$0
Checkbook Balance June 20, 2008		\$10,008.07
Certificate of Deposit w/Eastern Savings Bank (4.36%)		\$ 2,085.97



**Upcoming Train Shows**

Train Show/Meet	Date (s)	Contact
York, PA	Oct 16 - 18	302.674.5797
Beltsville Mini Meet	Nov 08	WB&A Only
Kena Temple	Dec 13	703-455-6154
Annapolis Armory	Feb 14, 2009	410.974.0373
York, PA	Apr 23—25	302.674.5797

**Secretary's Report  
for April 2, 2008  
Board of Directors Meeting**

**Meeting was** called to order by Art Tate at 6:50 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, Glenn MacKinnon, Nicholas Tentzeras, Dan Danielson, Mary Jackson, Pete Jackson, Fred Krochmal, David Martino, Carol McGinnis, & Nancy Tentzeras.

**Non-Voting Member in attendance was as follows:** Hope Danielson

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

- Treasurer Glenn MacKinnon reported that the checking account balance as of April 2, 2008 is \$16,899.68 and the CD has a balance of \$2,056.17.
- Membership Director Carol McGinnis reported that we currently have 279 members; and that 79 members have not renewed from 2007.
- Art Tate discussed the very sensitive issue regarding the Chapter Representative to Eastern Division. After long discussion, the board accepted Hope's resignation with great reluctance and extreme prejudice; rescinding the discussion and vote of removing Hope as WB&A Representative to Eastern Division. As a result, a vote was taken and Dave Martino was elected as the interim WB&A Representative.
- The board discussed the locations for future VA & MD meet sites.
- Art Tate recommended Nancy Tentzeras to fill the Vice-President vacancy due to Stanley moving and resigning; the recommendation was accepted.
- The board discussed options of what to do in memory of Al Franceschetti.
- The chapter will continue to have a WB&A recruiting table in the Silver Hall.
- Nicholas reported on the status of the Altoona trip scheduled for May 17<sup>th</sup>, 2008.
- Pete and Mary reported that each board member should volunteer to help out at Kids Korner @ York and will need help setting up and taking down.
- There was continued discussion on helping the Boy Scouts in getting the Boy Scouts Railroading Merit Badge.

Next meeting will be May 28, 2008 at the home of Nicholas & Nancy Tentzeras.

The Secretary's Report was accepted as Published. Meeting adjourned at 10:20 PM.

Respectfully Submitted:  
Nicholas Tentzeras, Secretary WB&A Chapter

**Historian's Corner**  
by Carol Redman McGinnis

Review of a copy of the *Train Collectors Quarterly* dated Vol. 1 No. 1, January, 1955.

The newly elected President, Burton Logan, TCA-1, recalled his election on October 16th at the first meeting of TCA held at Ed Alexander's Barn in Yardley, PA. He reminisced about his (and Lou Hertz') attempt in 1944 to start the "National Tinplate Historical Society" and its swift demise. He goes on to talk about the excellent start to TCA and the teamwork involved that will "pay off".

The newly elected Vice-President, Evan Middleton, TCA-2, wrote an article about his recollections of his first train set in 1908, at Christmas. From there he recalls other items, collections, and layouts that were given to him or that he purchased. When TCA was started he ran the toy train shop at Knott's Berry Farm in Buena Park, California. He was a founding member of the Western Division of TCA.

The newly elected Secretary-Treasurer, Lou Redman, TCA-3, chats about the "bones" of the tinplate magazines that came before, and how their pitfalls "we hope to avoid". As with our current newsletter a "constant supply of articles, on all phases of the hobby" are needed to keep the information flowing. He asks for "articles, wiring diagrams, layouts, sketches, and simple line drawings". This same information continues to be needed for today's newsletters and for the TCA quarterly, so keep those cards and letters coming.

By the way — I believe it was John T. Kelly (CM-HR-30) who wants 150 & 700 Lionel electrics, 238E, Hiawatha, various magazines and catalogs. He's currently living in Dayton, Ohio so give him a call to muse over those former days.



*WB&A Members riding the Funicular up to Horse-shoe Curve during chapter outing May 17th 2008.*

 <b>TOP TEN WB&amp;A BENEFETS</b>	
1	<b>Fun and Fellowship with your Train Friends.</b>
2	<b>Wealth of information available from other collectors, operators, and layout builders.</b>
3	<b>A wonderful opportunity to participate at the local level in the world's greatest hobby.</b>
4	<b>Free admission to local WB&amp;A Train Shows. (Shows advertised in local newspapers.)</b>
5	<b>Free admission &amp; table at WB&amp; A Mini-Meets.</b>
6	<b>Receive quarterly the WB&amp;A Newsletter "The Trolley".</b>
7	<b>Access to the newly designed and enhanced chapter web site (<a href="http://www.wbachaptertca.org">www.wbachaptertca.org</a>)</b>
8	<b>A chance to get involved in planning the 2010 TCA National Convention in Baltimore.</b>
9	<b>Serving as a committee member or officer at the local level is very rewarding.</b>
10	<b>Buy, sell, trade with local train enthusiasts.</b>



**KIDS KORNER NEEDS YOU!**

Mary and Pete would like to extend special thanks to Glenn MacKinnon, Clem & Sandy Clement, Hope Danielson, Bob Kunkel, Steve & Janice Burket, Jim Warrington, and Norman Henderson for helping set up Kids Korner this past April and to all the volunteers who helped make it a success. We would also like to thank the National Toy Train Museum for donating the Grand Prize, a Wooden Railway Set.

To volunteer for future York Meets (setting up, watching the angels, and/or taking down or donating new door prizes), contact Pete or Mary Jackson by email: [petetrains@verizon.net](mailto:petetrains@verizon.net) or phone: 703-455-6154.



# MARK YOUR CALENDARS!

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

Saturday, November 08, 2008

9 AM – 1 PM

**Location: Frances Fuchs Special Center, 11011 Cherry Hill Road Beltsville, MD 20705**

There is no attendance charge for WB&A Members and ALL Members are encouraged to attend.

Coffee & Donuts served 9AM, at no cost.

General Membership Meeting – 10:30 AM

Support your Chapter and make your voice heard .

Complimentary Lunch served after the General Membership Meeting .

Put this date on your calendar. See you there!  
Meet Chair: Carol McGinnis (410.336.8522)

- Meet the Board of Directors.
- Free of charge table for members.
- You can pay your 2009 WB&A membership dues.
- Pick up your 2009 authentication sticker.
- Come and greet the newly elected Board Members.
- Bring a new, unwrapped toy for the Marines Corps Toys for Tots Campaign.
- Find out what the Chapter has planned for 2009.
- Volunteer to help out at an upcoming WB&A Chapter event.
- Learn more about the upcoming 2010 Baltimore National Convention.

### WB&A Plays Trains at the National Postal Museum June 14, 2008



The WB&A Chapter had the pleasure of entertaining over 800 visitors who came out to celebrate Mail by Rail at

the National Postal Museum, Saturday June 14th, 2008. It was a family fun-filled day where everyone had a chance to an experience that few have ever had — the daily life of a Railway Mail Service (RMS) clerk.

Visitors had a chance to sort through mail, toot train whistle patterns, talk like a “mail slinger” with RMS slang words, explore the “mail on the fly” crane, and design their own high-speed mail innovations, while sharing their train stories with everyone.

However the highlight of the event were model train displays. The chapter had a chance to showcase our interactive model railroad displays (one city scene and one circus scene) along with two other local train clubs, the *Rappa-*

*hannock Model Railroad Club* and the *Washington, DC Z-Bends Track Group* and the *Railway Mail Service Library*. WB&A’s layouts were the most popular because visitors had a chance to control them with switches. In the midst of all this fun we had a chance to promote WB&A and TCA; where we even recruited two new TCA members. Job well done!

A special thanks to Glenn MacKinnon, Carol McGinnis, Bob Heine, Art Tate, Nicholas & Nancy Tentzeras who came through under short notice in helping set-up the layouts, working the event, and/or dismantling the layouts. The event was truly a success!



**Tall Tales, Mainly They Were True...**  
**by Boxcar Brian**

**DOES THIS DOCTOR MAKE HOUSE CALLS**

While “working” the Valencia Ballroom at York one October, not too long ago, my friend Harry from Cleveland Complained of a backache. Almost immediately an old friend and customer, Dr. Raymond from Louisville came by my tables. I informed the good doctor of Harry’s back pain.

Dr. Ray asked Harry to lean over his table and pull up his shirt. “Doc” began his routine, tapping and listening intently as he quickly moved about Harry’s bare back. Then he began his diagnosis and advised Harry of what

**Tall Tales continued....**

he should do to relieve his distress. If he had his notepad, he likely would have written a prescription. By then fellows began to gather to see what was going on.

Is there anyone reading this who ever witnessed a doctor giving an exam at a vendor’s table during York Week?

*[Note to Nicholas T: Dr. Raymond is also an L&N fan. He cleaned me out of all my L&N engines and rolling stock while he was revamping his train room back home. Sorry, Nicholas.]*

Stay tuned until the next newsletter when Boxcar Brian will have more Tall Tales to share with you.

***In Loving Memory of***

***ALFRED P. FRANCESCHETTI, SR.***

***1955 Charter Member of  
Train Collectors Association  
CM5-77***

***WB&A Member # 3***

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

As of June 25th, we have 339 members, and only 27 from 2007 who have not renewed. While this is still a disappointing amount, we are doing much better this year than last year. Since October 2007 we have collected almost \$5,500 which is being used to support the activities of the club.



**Boxcar Brian Reilly**  
10121 Chesney Drive  
Spotsylvania, VA 22553

***“Quality Trains and The Truth About Them”***

**BOXCARBR@aol.com**

**703-573-1960**

PRE-WAR  
POST-WAR  
MODERN

LIONEL  
AMERICAN  
FLYER

Our 2009 membership drive will be streamlined a bit to assure that everyone is given effective notice. Notices will sent out in the Oct./Nov./Dec. Newsletter with a return envelope. We will have a table at the November Mini-Meet in Beltsville, Maryland. We will have a table at York in October, across from Registration in the Silver Hall. We will collect at Kena Temple, in Falls Church in December. This renewal procedure will then be pushed up, and we’ll send out reminder notices in late December for those who have not taken the opportunities mentioned to renew.



**Call  
Glenn MacKinnon  
Your Memories On DVD  
For a consultation  
703-927-9843**

You continue to be the backbone of our chapter. Thank you for your continued suggestions and support. We encourage you to keep your dues up to date. Share your newsletters with interested parties, and then use the application to solicit new members. Always keep the Membership Director aware of address, phone number, and/or email changes so that our records are accurate.

## *A Great Find* By Glenn MacKinnon

During a visit with family in the summer of 2006, my niece handed over to me a large box full of family memorabilia. Its contents included photographs, boxes of 35 mm slides, envelopes full of old negatives and old metal screw top cans containing rolls of film negatives. She knew that I was putting together a media presentation for our family reunion scheduled for 2007. I was excited to have more family history pictures to use in the project.

The contents of the box had been assembled over the years by my brother. He had been the keeper of the family history until his untimely death several years ago. I started to scan the negatives from the metal screw top cans and realized that the pictures had most likely been taken by my Grandfather. My grandparents lived in Springfield, IL in the mid to late 1930's and my parents would visit them from time to time.

After scanning each negative into my computer, I would look carefully at each picture on my monitor to determine whether to save or discard the image. To my delight and surprise, two of the pictures were of the *Streamliner* "Green Diamond." Purchased by the Illinois Central in 1936, it rode their rails between Chicago-Springfield-St. Louis in the late thirties. My attention became focused at this point and I used Photoshop to magnify and clean up the pictures. That's when I realized that the reason my Grandfather had taken the pictures was my mother and brother were in both of them!



I Suspect the picture was taken at the train station in Springfield, IL. My brother was born in 1935 and looks to be 1-2 years old. My parents lived in Detroit, MI at the time and used to travel by train frequently.



The Art of the Streamliner, authored by Johnston and Welch describe the train as being painted a two-tone green. The cars included baggage-mail, full coach, dinette coach, lounge, and observation cars standard in size for the time. Art Deco styling dominated the interiors of the cars. The "Green Diamond" made the trip from Chicago to St. Louis in five hours. Starting in 1947, it ran between New Orleans and Jackson, MS. And three years later was scrapped.

If anyone can confirm for me that these pictures were taken at the Springfield, IL. Train station please let me know. I would also be interested in obtaining old photo copies of the "Green Diamond" should any Chapter member have any in their possession.

## *A Trip to Horseshoe Curve*

Saturday, May 17th marked a fun-filled day for 45 WB&A members, family and friends as we all embarked on a bus trip for a full day of activities at the Altoona's Railroad Memorial Museum & Horseshoe Curve, which included a continental breakfast, a BBQ Lunch in the railroad yard, and dinner. Those who were in attendance enjoyed themselves immensely. Many strolled through the Museum, took in a movie experiencing the life of the railroaders many years ago. After lunch we were treated to a beautiful ride through the Allegheny Mountains on our way to Horseshoe Curve; where we all experienced the challenge the Pennsylvania Railroad workers overcame by completing rail tracks through this rough terrain. We all enjoyed one of the World's most incredible engineering feats as some of us rode the Funicular while others walked the 194 beautiful landscaped steps to the tracks (some doing it twice) for a front seat view of a train mans' wonder to do some train watching, unfortunately we didn't get to see as many as we wanted. On our way home we stopped at the ALTO Model Train Museum to enjoy some good old fashion model train layouts. Hope many more members will be able to join us on our next chapter outing; you will surely have a grand old time!

## SHARE YOUR MEMORIES....

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](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 2008 & 2009 TROLLEY

4TH QUARTER: AUGUST 25, 2008  
1ST QUARTER 2009: NOVEMBER 25TH, 2008

### Collector of Old Toy Trains, Toys, Dimestore Figures and Diecast Vehicles

Hope and Dan Danielson

13439 Fieldstone Way  
Gainesville, VA 20155

Phone: 703.743.2152 Email: [prewar@comcast.net](mailto:prewar@comcast.net)



NEC  
Staffing Services, Inc.

A Professional Employer Staffing Organization  
**Art Tate, President**

7123 East Furnace Branch Road 410-863-1800  
Glen Burnie, MD 21060 Fax: 410-766-9587  
Email: [acttoo@aol.com](mailto:acttoo@aol.com)

### Train Trivia.....

A *torpedo* is a device which is strapped to the top of a rail. When a train drives over the torpedo, it emits a very loud "bang" which can be heard over the noise of the engine, and signals the engineer to stop immediately. Torpedoes are generally placed by the flagman when protecting a train ahead. Torpedoes are about 2" x 2", red, about 3/4" high, and have two lead straps attached which hold it to a rail. The torpedo has discs inside and are filled with detonating powder. *The Torpedo was invented about 1874.*

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 2008 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



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

04/01/08—06/25/08

Robert Gabler  
Michael Jaggard  
Michael O'Brien, Sr.  
Ronald Timma, Jr.  
Michael Ackerman  
Tim Bergin  
Paul Bruce  
Tom Vojir  
Jack Burkert  
Fred Koester  
Mark Hare  
John Newhagen, PhD.  
SGM. Larry Rinker Ret  
Carl H. Kruelle  
Stanley Powell  
James Barron

Crownsville, MD  
Laurel, MD  
Laurel, MD  
Jetersville, VA  
Bethesda, MD  
Silver Spring, MD  
Pasadena, MD  
Sterling, VA  
Still Pond, MD  
Stevensville, MD  
Falls Church, VA  
Clarksville, MD  
Arnold, MD  
Newark, DE  
Frederick, MD  
Leesburg, VA



*Eastern Division  
President's Message  
Sam Geiser*

'Success' wrestled from the jaws of 'Defeat'. Nicholas and Nancy Tentzeras (tenacity), working within a very small window of time, were able to have the WB&A Chapter participate in the National Postal Museum Train Day, in Washington, DC. They also represented Eastern Division and TCA National at the same time. Art Tate, Glenn MacKinnon, Carol McGinnis and Bob Heine deserve a 'special' thank you for answering the call to help set up and man the booth layout and recruit new TCA members. This is the mortar of friendship and dedication that cements us together as a team, a family and a strong organization. Congratulations to all for your success.

Eastern Division had a very successful York Meet. Much of our success was the use of our new software program designed specifically for the registration and management of our show. We received many positive comments from our members and guests that the meet was well managed and ran without any problems. Positive comments were also received from all our Hall Captains. All of us at the meet and registration counter had a great time, lots of fun and above all served our members in a happy way.

Starting for our October meet we will be using an online credit card registration process for all members (family/guests) registering without tables. This new protected system will allow us to accept Visa, MasterCard, Discover and American Express credit card payment for **advance** registrations. Members will be able to access this process by going online and visiting Eastern Division's website, [www.easterntca.org](http://www.easterntca.org).

I am communication with the AM-Trackers, a Swiss train club along with the Swiss Visitors Bureau to attend a future meet and provide the modular layout in the Black Hall.

According to Eastern Division records, we will be celebrating 40 years at the York Fairgrounds in 2009. I am working with both the York Fairgrounds Management and the York County and Convention Visitors Bureau to plan a special celebration of major proportions for all TCA members. You won't want to miss it!!!

I'm looking forward to another exciting, fun filled October York Meet to enjoy the camaraderie our train hobby has given me. Happy Trails.....

*WB&A Eastern Division Director Report  
By Dave Martino*

The Eastern Division Meet at York was held April 17—19. I can report a trouble free event with no serious member or dealer issues. Registration was glitch free and quite uneventful. Final attendance figures are available on [www.easterntca.org](http://www.easterntca.org). though based on ice cream, coffee and doughnut volume this meet equaled or exceeded previous spring meets.

On a more serious note, Barry Broskowitz, Communication Officer for the Southern Division suffered a serious heart attack in the orange hall. Thanks to the rapid response of the emergency staff at the Fair Grounds. Barry was in serious condition following the meet however we do not have a current update. Our prayers go out to Barry and his family for a complete. Recovery.

The Eastern Division Board of Directors meeting was held on April 15th with a quorum in attendance. Of significance were the actions taken by the board to approve the policy changes drafted by Hope Danielson and Glenn MacKinnon regarding identity theft and disruptive behavior. Additionally the board approved motions to allow Non-Member Spouse/Significant Other and Caregivers to attend without paying a registration fee.

Meet rule changes have been approved by the board that will allow the sale of extra tables to members after the pre-registration period ends allowing recovery of otherwise lost income. Current meet mailing policy has been modified by the board of directors to require solicitation of 3 bids for printing and mailing in addition to using standard class mailing for the registration packet with proper ancillary service endorsements to allow proper forwarding.

***WB&A ELECTION COMING UP!***

This year there will be three vacancies on the WB&A Board of Directors and the WB&A Representative to Eastern Division . The Nominating Committee is working on the slate of candidates for the vacancies. If you are interested in being a candidate for a worthwhile and rewarding experience, contact nominating chairman Dan Danielson by phone at 703.743.2152 or by E-mail at [postwar@comcast.net](mailto:postwar@comcast.net) .

## *Sam's Train Wrecks*

### *By Sam Geiser*

Rear end collisions during the first part of the 19th Century remained the single worst type of railroad accident. In the event of a breakdown or unscheduled stop of a train, a flagman was sent out to protect his train and to warn any approaching train of danger ahead. Before automatic signals, which came into use around 1880, flagging was any signal by use of flags, lanterns, fuses, or torpedoes, used to warn an approaching train. Prompt flagging was essential, since inadequate protection by flagmen was, however, a sadly familiar cause of many rear end collisions.

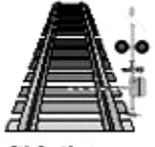
The most catastrophic rear end collision before 1880 was the Revere Massachusetts Disaster of August 26, 1871. Although only thirty two people were killed, the accident made an impression on the imaginations of mid-Victorian Americans. Revere is no doubt one of the best known American Railroad Disasters.

The accident happened on the Eastern railroad on a Saturday evening when rail traffic was especially heavy from three weekend events: two large camp meetings, (known as revivals) and a military muster. Because of the many travelers, 192 trains left the Eastern Boston depot daily that weekend. The normal number was 152. The Eastern Mainline ran north from Boston to Salem via Lynn, Massachusetts and several branches ran along the North Shore.

On the dark evening of August 26, about 8:30 PM, an express running at 30 miles an hour came up from behind on a slow moving local, which had just pulled on to the main line from a branch at Revere. At first the engineer of the express didn't see the train ahead. Then suddenly out of the dark he made out some light ahead of him. A moment later his headlight caught the rear car of the local. Instantly the engineer of the express whistled for brakes, but the train had only primitive handbrakes and they failed to hold on the slippery rails. The express rammed into the rear of the local. On impact the engine forced itself two thirds of the way into the rear car, causing the steam pipes to burst, searing the trapped victims with live steam. Coals from the firebox mixed with the oil from the broken kerosene car lamps and burst into flames. The flames spread quickly in the tender dry wood coaches.

Half of the occupants in the rear car of the local were killed — either crushed to death by the impact or burned in the resulting fire. A hundred other passengers were seriously injured.

The public was indignant over the accident. Meetings were held in Boston to condemn the railroad. Shouts of "deliberate murder" were common as emotions ran high in decorous Boston. Actually the Eastern Railroad was a hopelessly conservative company. Their equipment was antiquated. Nearly twenty years after the telegraph had been used on railroads, the Eastern managers refused to adopt the device for their dispatching. They were still dependent on the old time interval system. Neither had the Eastern come to use the Westinghouse airbrake. Ensuring lawsuits which nearly bankrupted the railroad were clearly the result of its inept, old fashioned management.



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MTH Electric Trains

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## *2010 Convention Update Things are Happening!*

It hardly seems possible as we were getting ready to leave for the 2008 National TCA Convention in Burlington, VT that we have but two years to finish our work for the 2010 Convention at the Inner Harbor in Baltimore, MD. The past five years have really gone by quickly for our entire Convention Committee. We still have room for more folks on our committee, so please volunteer to help regardless of how much time you have to give. Many tasks do not require a lot of time or effort.

Our first fund raiser, a 1934 Ford Box Van with the Phillips Seafood logo on the side and 2010 on each cab door, will ready for delivery in early August. This will be the first in a series of trucks commemorating companies, past and present, in the Baltimore area. The retail cost will be about \$18 plus shipping. The first trucks will be available at our Convention Committee meeting on August 16, 2008. Don't miss out on these wonderful trucks for your layout or collection and help support our 2010 Convention. Only 300 of these trucks are being made.

As mentioned above, the next Convention Committee meeting will be on August 16, 2008, at the Heritage Hunt Club House located at 901 Arthur Hills Drive, Gainesville, VA 20155. Contact Colleen Hall (540.622.2258), or Dan and Eileen Rollyson (703.573.8822) for further information. The meeting will be from 1:00 pm—4:00 pm. You can really better understand what we are working toward — and what you might like to volunteer for — if you attend the meeting.

Our tour packages are being coordinated by John Caron who is hard at working lining up potential tour operators, bus companies, and possible tour locations. With 1500 or more members expected, this is no easy task. Multiple tours will be running every day with some real exciting places to visit. We visited one venue in the Frederick, MD area that should prove to be fun and entertaining.

If you have any ideas that might make our convention “one to remember”, please contact us. We are very interested in your thoughts or ideas. The theme of our convention is “Outside the Box”. This means we are doing many things that have not been done in the past, or, at least, for a very long time.

See you in Vermont or at our next meeting on August 16, 2008.

*Hope and Dan Danielson  
2010 Convention Co-Chairs*

*Dan and Eileen Rollyson  
2010 Convention Co-Chairs*

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### **2008 Shows**

**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)



**Stan's Trolley Tidbits**  
**THEN THERE WERE THREE**

As in previous articles, there were many small street car companies in the city and in the counties. But in one year all the small street car companies dwindled down into three street car companies. The three remaining were the Baltimore & Consolidated Railway Company, the Maryland Electric Railway, and the Baltimore & Northern Railway. Baltimore Consolidated owned 191 of the 350 miles of track that existed in Baltimore City and Baltimore County.

Popular opinion favored competition, but recognizing that would not be contented until one company would enjoy a monopoly and the city passenger was a viable operation.

All during the 1890's and into the 20th century there were talk of connecting the expanding interurban systems of South Central Pennsylvania of Hanover and Gettysburg to connect to towns of Pikesville and Reisterstown, but the closest it got was a few miles north of Hanover.

In 1898 there was rumor that the companies would be taken over by one of the above mentioned companies. The largest consolidated railway was the largest with 814 cars with 181 miles of track, Maryland Electric Railway had 407 cars with 103 miles of track. The third system, Baltimore and Northern had 53 cars and 40 miles of track.

On December 8, 1898 the Maryland Electric was sold to the Consolidated Railway. Later the 2 companies finally merged into one on January 5, 1899. The merger cost a total of 76 million dollars, a lot of money in that era for capitalization. The new system was called the United Railway.

*Stay Tuned for more on the United Railway Era....*

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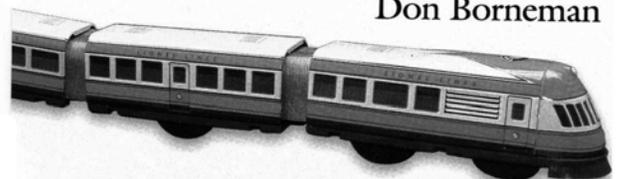
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***MARK YOUR CALENDARS!***

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***Saturday, February 14, 2009***

***Annapolis Armory***

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