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Nancy Tentzeras

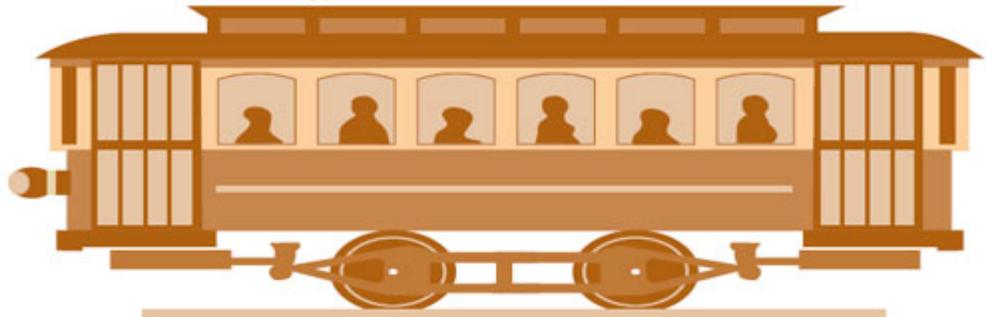
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2010 TCA National Convention
Baltimore, MD
June 19—27, 2010

"The Trolley"

The Official WB&A Newsletter



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

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Colleen Hall
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Carol McGinnis, Membership Chairman
George Tsakiris

Eastern Division Representative:

Dan Danielson

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Show Us Your Stuff

Our treasurer, Glenn MacKinnon and I had a conversation recently that got me to thinking. He suggested that WB&A invite its members to share their hobby with other members by offering open houses to observe their layouts, collections, etc., if they so desired. What a great idea. Certainly, anyone who feels they have something that the rest of us might like to see, so please, let us know. Several members of our club currently host open houses on an annual basis and they offer their hospitality to one and all. Many offer refreshments and others ask visitors to bring something to share. Naturally, not everyone may be in a position to be so generous so refreshments are not necessary, the heartfelt wish to relate and network with fellow club members is all that is required. Regardless of the size of your layout or the extent of your collection, you will enjoy the camaraderie and friendship that is sure to follow. Many of us would love to "see your stuff" and would welcome the opportunity of fellowship, knowledge and new ideas that always present themselves at these affairs. This is one of the unique benefits of membership in WB&A.

Let's take Glenn's idea of club interaction a step further by asking everyone to contribute something that is exclusive to their own experience with toy trains. Do you have photographs of an old layout, holidays or a special toy from your childhood? We would love to see them. Send or e-mail them along with a brief description to our newsletter editor, Nancy Tentzeras, and we will showcase them in our newsletter and/or website. Do you have some rare, prized or restored item that you'd like to share with us along with the story of why it is so special to you? We'd love to know that also. Is there a special tale you would like to relate that only we "train people" can appreciate? We want to hear that too. Others may think it is a bit corny but we will not, I assure you. We all have these little gems of wisdom and experiences from our lives gathered over the years and believe it or not, your friends at WB&A would be thrilled to sit down and read about it in our newsletter.

So "Show Us Your Stuff" and you will find your life enriched and derive another great benefit from your membership in WB&A.

Sincerely,
Art, WB&A President

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**Treasurer's Report
As of March 13, 2009**

The New Year has started out on a very positive note for our chapter. Our 5th show at the Annapolis Armory in February was a rousing success. Attendance and table sales were the highest ever since we began to conduct shows at the Armory in 2006. At the beginning of each year Eastern Division reimburses the chapter for our Kid's Korner expenses up to \$500. This support is vital to our sustaining this first class activity and providing the replacement parts, batteries, new purchases and door prizes that Mary and Pete Jackson need to insure a positive experience for our young future "collectors". On behalf of WB&A thanks to President Sam Geiser and the Eastern Division Board of Directors for supporting Kid's Korner. This calendar year we will be giving \$3000 in support of the 2010 TCA National Convention. That will bring our monetary support to the Convention up to date for a total of \$11,000 committed. The Chapter's financial activities are summarized below. If you have any questions or comments feel free to contact me at 703-927-9843 or glen.mackinnon@verizon.net.

- Glenn

Checkbook Balance January 1, 2009	\$11,874.56	
Significant Activities January 1, 2009 thru March 13, 2009		
	Expenses	Revenue
MD Armory February 09 Meet	\$2,792	\$3,424
Newsletter 09	\$591	\$630
Membership Dues 09	\$158	\$4,704
Kids Korner	\$117	\$500
WB&A Web Site	\$399	\$0
Treasurer Expenses	\$85	\$0
Miscellaneous Expenses	\$100	\$0
Checkbook Balance March 13, 2009	\$16,150.14	
Certificate of Deposit (4.36%)	\$2,139.72	

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**Secretary's Report
for October 29, 2008
Board of Directors Meeting**

Meeting was called to order by Art Tate at 6:45 PM.

Voting Members in attendance were as follows: Art Tate, Dan Danielson, Glenn MacKinnon, Pete Jackson, Mary Jackson, and Carol McGinnis

Guests in attendance was as follows: Brian Reilly, Secretary for Eastern Division

Items that the Board discussed included the following:

- There was no official reading and approval of the previous minutes as Secretary Nicholas Tentzeras was not in attendance.
- Glenn MacKinnon reported that the treasury is healthy with a balance of \$11,082. There was discussion on the Postal Museum Show and if it was money well spent for increasing membership in the chapter, those in attendance felt not and it seemed doubtful the Chapter would participate in the event again. Advertising has been secured for the upcoming WB&A meets.
- Carol McGinnis reported that the membership is currently at 343 paid members. There was discussion regarding TCA National membership campaign.
- It was announced that Nicholas Tentzeras withdrew his candidacy for Eastern Division Representative, which was accepted by the board.
- There was discussion about extending the voting deadline as some members did not receive their ballots. The board moved to allow the membership to decide whether or not to accept all ballots submitted by the start of the Membership Meeting on November 8th along with any member in attendance who did not receive their ballot to be able to cast their ballot on the spot.
- Pete Jackson reported on the status on the upcoming Kena Temple Meet
- Glenn MacKinnon reported on TCA National's Bylaw changes that will be voted on at the convention in June. In addition, Glenn discussed WB&A considering division status based on bylaw changes under consideration by National, suggesting that no action be taken on this subject until after the 2010 convention.
- Dan Danielson reported on the 2010 Convention status.
- Mary Jackson reported on the outcome at Fall York Kids Korner.
- Brian Reilly provided a synopsis of key issues that were addressed at the Eastern Division BOD and Membership meetings.

Meeting adjourned at 10:30 PM. Next meeting will be January 14th at the home of Pete and Mary Jackson. The Secretary's Report was accepted as Published.

Respectfully Submitted,
Brian Reilly, Acting Secretary



Sam's Train Wrecks
By Sam Geiser

The history of train wrecks is not only the railroads themselves and the people running them, but worse yet is the bridge disasters. Why? They can fall down, flash floods can wash them away, a derailment on a bridge can cause a calamity or a draw bridge can be left open in front of an approaching train. Very simply though, there are just three classes of railroad accidents brought about by the bridge itself: a bridge collapses, washes out, an open draw bridge.

The first type of bridge accident facing the railroads, bridge collapse, is primarily a matter of engineering and construction. An amazing number of railroad bridges and trestles have fallen down under trains, especially during the nineteenth century. In 1887 alone there were twenty-one such bridge collapses. For one reason railroad bridges up to about the 1870's were usually built of wood. As timber was cheap, high, rickety trestles were built in place of more substantial metal or stone, and they weaved and groaned under the weight of trains. The railroad companies were economy minded, not very safety conscious, and wooden spans constructed along a variety of shoddy patterns were used because they were cheap and easy to build.

From 1840 until about 1870 the standard railroad bridge was the Howe truss, a rectangular trussed frame of wooden diagonals and vertical iron tie rods. This bridge was invented by William Howe, a farmer turned inventor. Accordingly, the Howe truss was probably responsible for as many railroad deaths as any other single cause. Although the engineer and construction of these truss bridges was probably not always the cause of their failure, there is no doubt that they were particularly vulnerable to floods, fire, and decay. They required constant inspection and repair. Also a number of bridge collapses can be traced to derailed trains striking the timber trusses and weakening the bridge enough to cause it to fall.



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.



The challenge continues to grow TCA by 1500 to 2000 new members over the next year in the 2009 "WIN BIG" Membership Drive, which is running from November 1, 2008 through October 31, 2009.

Join in; simply signing a TCA Application can make us all winners!

MARK YOUR CALENDARS

**WB&A Mini-Meet &
General Membership Meeting
Sunday June 07th, 2009**

**Kemper—Macon Ware Lodge
411 Little Falls, Falls Church, VA
Mini—Meet 9:00 AM — Business Meeting 10:30 AM**

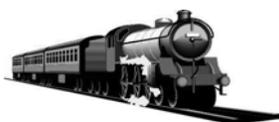
Historian's Corner
by Carol Redman McGinnis

The history of TCA is marked with information and fact finding. As men and women gather across the U.S., and now the world, we get together and talk about former times and events. Where was the first national convention held? Truth be told, it was at Alexander's Train Museum in Yardley, Pennsylvania. My question is when? When you find out let me know.

According to the TCA Quarterly Vol. 1, No. 1, this national convention was at "the Barn". It was held on Jun 4-5 in 1955. The reason?, "to enable West Coast members to attend". So apparently there was a previous meeting held in 1954 but when? Was the Quarterly referring to organizational meetings? The President at the Yardley convention was Burton Logan, officially listed in the TCA Directory as President from 1955—1956.

The report from the 1955 National Convention from Vol. 1, No. 3, in July, 1955, pronounced meeting old friends, making new friends, and adding to our knowledge of trains. Fortunately this still holds true. I hope that many of you plan to go to the 55th National Convention in June in Phoenix, Arizona. Good times will be had by all!

Keeping the wheels down and the smoke up.



Upcoming Train Shows

Train Show/Meet	Date (s)	Contact
York, PA	Apr 23 - 25	302.674.5797
VA Mini Meet	June 7	WB&A Only
York, PA	Oct 15 - 17	302.674.5797
MD Mini-Meet	Nov. 7	WB&A Only
Kena Temple	Dec 12	703-455-6154

Book Recommendation

"The John Bull: 150 Years of Locomotives"
by John H. White, Jr.
published in 1981 by the Smithsonian Press
Washington, D.C.

Traveling Along the C&O Canal
by Joe Fletcher WB&A #2202

I am the fourth generation owner of Fletcher's Boat House, which is located along the C&O Canal, in Washington, D.C. The B&O Railroad operated a spur next to the Canal that carried freight into Georgetown, D.C.

My grandfather lived across the canal from the rail spur and my dad and other people told me that in the 1930's and 1940's the engineer would stop the train and walk through the tunnel under the Canal to my grandfathers house and have dinner with him. In those days the engineer would knock off some coal each time he stopped and that was how my grandfather and the other people living in that part of the canal kept warm in the winter.

Many times in the mid 50's the engineer stopped the train at the Boat House and bought a soda on hot days or used the pay phone. He told me that he had stopped and had many bowls of soup with the old gentleman who lived across the canal years ago. As a small boy I remember my grandfather always had a pot of soup cooking, winter and summer.

In the 50's lots of kids in the Palisades neighborhood hopped the slow-moving freight train as it traveled to Georgetown (not a good idea, but when you are young you don't think about what could happen). Since I lived only 1/2 mile from the Boat house, I walked the tracks to the Boat House, crossing the Canal over a trestle. More than once when I was part way across the trestle and the train came, I had to stand on a platform midway across while the train passed by.

As a teenager my friends and I would catch a ride to go into DC to see a movie or take in a day seeing the mall and other sights. We walked all over Washington and along the Georgetown spur on the way trying to see who could walk on the rail the longest before falling off.

Later when the B&O closed the spur to rail traffic, the Smithsonian ran the steam engine "John Bull" on its 150th anniversary for 4 days and nights. We supplied them with water and I got to ride on the John Bull many times each day. What a thrill that was for me as a steam engine Lionel O-gauge lover. The engineers needed water not only for the steam engine but also to put out small fires in the woods. A few times the roof of the contemporaneous 1836 wooden passenger car almost caught fire from the cinders of the wood-fired engine.

They replaced the spur with a bike path where I now walk once or twice a week and I always think back to when it was a rail line. This rail line helped put the C&O Canal out of business.

View from the Observation Car *by George Tsakiris*

Lionel Electric Trains — a Marriage of Convenience

We see it on the CTT and OGR forum websites; we see headlines that say: Lionel and MTH Announce “Lionel Corporation Tinplate”. Have Jerry Calabrese and Mike Wolf made peace? Will there be brotherly love and harmony between Lionel and MTH? Is there some sort of cosmic convergence going on here?

Well, not exactly.

Hopefully some of the bitter animosity from the past lawsuit is over. MTH and Lionel will remain fierce competitors in many areas of the model train hobby but the current agreement between Lionel and MTH in the tinplate area makes some good business sense for both firms and benefits us hobbyists too.

Almost from the beginning MTH was known for tinplate. Over the years MTH has invested heavily into tinplate tooling that faithfully reproduces tinplate classics from such manufacturers as Ives, Dorfan, American Flyer, and Lionel. You can buy MTH tinplate from their recent Tinplate Traditions by MTH catalogue but the only thing keeping the Lionel and American Flyer trains from looking totally authentic was not being able to use the actual logos on the locomotives and cars due to the license for both names being held by Lionel.

With the new licensing agreement MTH now gets to use the Lionel and American Flyer logos providing a more faithful reproduction. Not that there was anything wrong with MTH’s previous releases but tinplate enthusiasts tend to be a sentimental bunch. So MTH gets some added sizzle from the ability to use the original logos and pre-war style Lionel and American Flyer graphics.

And Lionel makes money from the licensing agreement without any investment! With recent changes to the toy train hobby and the backdrop of a tough economy, some manufacturers are indicating less buy more focused offerings per year. For Lionel, they make income without having to invest heavily in new tooling to compete in the tinplate area. This allows them to focus on other areas of the hobby including American Flyer S gauge, K-Line, ready to run sets, and the new Vision Line.

Offerings from the first Lionel Electric Trains — Lionel Corporation Tinplate 2009 catalogue include many classic Lionel and American Flyer trains in traditional

continued on page 10 . . .

Membership Moments

A glance at the membership over the years:

- Membership 2005 — 195
- Membership 2006 — 275
- Membership 2007 — 324
- Membership 2008 — 360
- Membership 2009 (as of 3/17/09) — 285

We have had one member move in the year 2008 to North Carolina, otherwise we would have been at 361. Of these 360, we have 285 who have paid their 2009 dues and the balance of 84 are still outstanding. Keep in mind that we have had some new members who are included in the 285 count so your math is correct! This is better than last year. We have also had a better response to our request that the members send a self addressed stamped envelope for the return of their 09 sticker. Keep up the good work!

We secured 2009 dues at the York meet in October, at the Beltsville mini-meet in November, at Kena temple in December, and at the Annapolis meet in February.

We also sent out 86 reminder postcards to members who had not yet renewed, and who did not have an email address. The 12 members who email addresses were undeliverable were also sent postcards. All of this activity occurred by January 4th.

From these mailings we have received several renewals; postcards and email renewals are still coming in.

We send welcome letters to the new members listed in the TCA Newsletter who are Eastern Division members and who reside in Delaware, Maryland, Washington, DC, and Northern Virginia.

We must also report the passing of one of our WB&A members, MARCK OWEN MULLIGAN, JR. on Sunday, December 28, 2008 of Clinton, Maryland. Marck was WB&A #1087 and the husband of Carol Mulligan; father of Chrissy and Marck III; and son of Marck Mulligan, Sr. Carol and Marck, Sr. are also WB&A members. We send our condolences to the family along with our prayers.

Keeping the wheels down and the smoke up,

Carol Redman McGinnis, Membership Director

Romance and the Love of Toy Trains Blossom at the Annapolis Meet, February 14, 2009!!

Our 5th train meet at the Annapolis Armory on Valentines Day, last February 14th was a rousing success. Hats off to Meet Chairman Art Tate for planning and executing our best Armory meet to date. Art pulled this off in spite of the challenge simultaneously recovering his business from the loss of his office building due to a catastrophic fire. Art kept all the balls in the air without missing a beat and sold out all available tables and created an advertising program that resulted in our highest attendance ever for this show. Additionally, the Armory staff didn't sell food this year so Rita Tate, Art's better half, stepped in and requisitioned (prepared, cooked, and served) food, coffee, sodas, water, condiments and paper products for sale during the show. Additionally, free coffee and donuts were provided to all table holders during setup. Jan Burket did a great job helping Rita with food sales during the day. Mary Jackson did a great job handling the crowd at the admissions table; Carol and Chuck McGinnis handled membership renewals; Colleen Hall kept the door prizes moving and Dan Danielson handled Train Doctor duties. For most of the day the joint was jumpin! Table sales were fast and furious, children with parents in tow were having great fun running our interactive layouts and good times were had by all. Our next show is Kena Temple coming up on Saturday, December 12th. Mark your calendar now and plan on attending and purchasing a table. It's one of the last shows of the month and the only show that weekend in Northern Virginia. Check our website for more details.



From left to right: Dan Danielson filling the role of Train Doctor, Gene Nash from the Baltimore Society of Model Engineers operating the switching operation module, Mary Jackson manning the ticket sales, Chuck McGinnis signing up new members at the WB&A membership table, Children of all ages enjoying the circus layout, President Art Tate and Colleen Hall announcing door prize winners.

Article and photos courtesy of Glenn MacKinnon

Stan's Trolley Tidbits
Experiments between
WWI and WWII

There were many experiments with street cars, buses, and passenger services! Below are just a few of them.

Single trucks Birney Street Cars which they had, were not popular because they were smaller and could not carry as many passengers. They were also known for having wooden benches to sit on which were not comfortable; moreover, they also had to run more street cars to accommodate the many users of the public transportation.

In 1925, there were double decker type buses where the passengers who got on in the front had to sit on the lower level of the bus. The passengers who got on in the rear had to climb the stairs to sit on the upper level, which was open and had no protection for inclement weather.

The two man operation was not popular with the company because of the expense. Later in time, every street car and bus were a one man operation. All the two man operation buses were gone in the 1930's.

Small buses, the size of today's school mini-buses were also operating, but these were mainly used in downtown shopping areas where the traffic was the heaviest.

As early as 1938, the trackless trolley were starting to appear, and the street car era was coming to an end.

All the above mentioned vehicles were operating together at one time or another.

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

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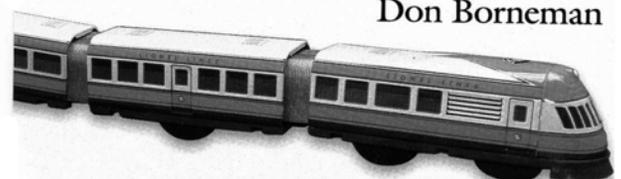
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WB&A Chapter—TCA Hosts 2010 National TCA Convention

WB&A Chapter-TCA will host the 2010 TCA National Convention June 20—27, 2010, in Baltimore, MD. Convention headquarters will be in the Sheraton Midtown Hotel; overflow hotels include the adjacent Radisson and the nearby Holiday Inn. Public displays and the trading pits will be located in the Convention Center. A secure Kids Club will also be located in the Convention Center.

A committee meeting was held January 24, 2009, where Dan Danielson announced that convention planning continues to be ahead of schedule, and thanked committee members for their leadership. Committee chairs reported on their progress. Important decisions include:

1. Announcement of tours which include
 - The Udvar Hazy Air and Space Museum at Dulles International Airport, with dinner at Union Station in Washington, DC
 - A sailing adventure in Annapolis, MD
 - A living history ‘trip of a lifetime’ on the Liberty Ship S.S. John W. Brown with President Roosevelt, General MacArthur, Amos & Andy, and other entertainers on board
 - A countryside wine-tasting
 - A children’s tour to Port Discovery... with lunch at McDonald’s
 - A Tea for the ladies while the men are in the trading pits
 - Many exciting tours in and around Baltimore
2. Announcement of the first off-site Welcome Party at the Sports Legends and Geppi Museums at Camden Station, including dinner
3. Announcement of convention cars which include
 - An O gauge Lionel Hot Metal Car lettered for Bethlehem Steel
 - 2 S gauge American Flyer Black Label reefers with different numbers
 - A G gauge USA Trains B&O Speeder
 - A Standard Gauge MTH tower crane
 - Other special cars

4. Announcement of shuttle bus service between the hotels, Convention Center, Inner Harbor, and off-site parking, as well as other locations to be determined
5. Approval of samples of promotional merchandise for sale during the 2009 TCA National Convention in Phoenix, AZ

The convention committee is fortunate to have more than 75 members working toward a successful convention. However, more volunteers are needed, especially during convention week.. Everyone has a talent to contribute! Please let us know if you can help.

*Dan & Hope Danielson
Dan & Eileen Rollyson
Co-Chairs
2010 TCA National Convention*

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and so much more***

***at Union Station
Washington, D.C.
From 10:00 am—3:00 pm***

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.

DEADLINE FOR SUBMITTING ARTICLES FOR 2009 TROLLEY

3RD QUARTER 2009: JUNE 15TH, 2009
4TH QUARTER 2009: AUGUST 25TH, 2009

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KIDS KORNER NEEDS YOU!

CALLING ALL WB&A MEMBERS, VOLUNTEER AN HOUR AT KIDS KORNER AT YORK (APRIL & OCTOBER) AND HAVE A BARREL OF FUN WITH THE FUTURE TRAIN ENGINEERS OF THIS GREAT HOBBY!!!!!!!!!!!!!!

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 or phone: 703-455-6154.



Look who just joined WB&A!!!

12/01/08 — 3/20/09

Nada Boswell	Arlington, VA
Mark Bessette	Gambrills, MD
George Curtis	Brandywine, MD
Philip Anderson	Millsboro, DE
John Hammond	Baltimore, MD
Richard Rector	Centreville, VA
Dan Chandler	Mount Vernon, VA
Anthony Noppenberger	Easton, MD
Ralph Carrello	North Beach, MD
Carl Winstead	Centreville, VA
Chris Kunkel	Arnold, MD
Bruce Mrowca	Huntington, MD
Edward Beaver	Laurel, MD
Frank Taylor	Colonial Heights, VA

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

Lionel Electric Trains — a Marriage of Convenience continued from page 5

running gear (open frame motors and mechanical E-unit reversing mechanisms) and modern Proto-Sound 2.0 (we are talking DCS here) configurations for both O gauge and standard gauge. What is missing from the current catalogue is many offerings from other past tinplate manufacturers such as Ives and Dorfan. Hopefully these “fallen flag” manufacturers will be represented in future catalogues.

This Lionel and MTH tinplate marriage of convenience benefits both firms and the model railroader too!

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

2010 TCA Convention in Baltimore PLEASE VOLUNTEER!

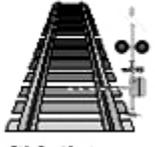
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*Eastern Division
President's Message
Sam Geiser*

Since the beginning of 2009, the economy has been the hot topic of discussion for many of us planning for our future and how our wonderful hobby will fair. From my perspective in talking with many of our members, our hobby is still in demand and growing.

In looking at Eastern Division's attendance for our upcoming Spring York, we already have approximately 11,000 slated to come and are still receiving registrations. The economy has had some unusual positive impact. Members, who have been recently laid off, have decided they now have the time to visit the York Extravaganza not only to buy, but to sell. They are using this 'free-time' to participate in our hobby that they could never do before!

The love of our hobby is still very strong, and can be seen in the increase of membership in our chapter and division reports. A good example of this is our WB&A Chapter which has increased membership to over 340 members, a record number for these times.

Another example of how TCA is growing comes from the Rocky Mountain Division Newsletter. They have set a goal of 500 total members and they are already at 456.

TCA's National President has reported that their recruitment and retention program is off to a great start. Between November 1 and January 15, TCA has welcomed a total of 228 new members and said hello again to 291 who renewed after having dropped as of September 30th.

Our hobby is the 'silver ling' in this our changing economy and trains are our tract to happiness that will keep our spirits high and make our lives fun, interesting, and satisfying.

Looking forward to seeing you at the York Spring Meet.

Happy Trails to all,
Sam Geiser
Eastern Division President

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In Memoriam
Alvin Levin — HR-72-4262

March came in like a lion for many of us this year. It also took from us one of our past WB&A Chapter Presidents, Past Eastern Division President and two-time Past TCA National President — Al Levin. Al was truly a leader of our organization from the Chapter level to the National Level.

Al was a man of many things: teacher, writer, poet, photographer, traveler, pilot, train and toy collector and, most importantly, a husband and father. Al and Selma, also a train and toy collector, would have been married 65 years this year. They were blessed with four daughters, three still living, and many grandchildren. We were reminded of Al's love of family during the funeral service in a eulogy delivered by his granddaughter. His three daughters also spoke of their father at the funeral service. His family certainly was his number one priority throughout his entire life.

Al came to a WB&A Chapter Meet at the Pikesville Armory in early 1972 with a 'not quite sure' idea what toy train collecting and the TCA were all about. Hope and I answered his many questions about the hobby. He made up his mind that he could enjoy this hobby and could also give back something to it. I was proud to sign his application for TCA membership. Soon, Al asked how he could help the Chapter, and offered his service as auctioneer. And, shortly thereafter, he was nominated for office and eventually became President of the WB&A Chapter. But this was only to become a stepping stone in his quest to help TCA. He soon expanded his leadership roll by becoming President of Eastern Division, and twice being elected National TCA President. Dan Rollyson and I had the pleasure of serving as Co-Chairs of the Museum and Education Committee during Al's first term as National President, and we will be forever grateful for his suggestions and leadership.

In their later years, Al and Selma spent their winters in Phoenix where they were very active in the Desert Division. They were both looking forward to participating in the 2009 National TCA Convention in Phoenix this year, and were also looking forward to attending the 2010 National TCA Convention in Baltimore.

At a time when so many friends are being lost from this wonderful hobby, I know Al will lead all the folks in TCA's Heavenly Division above. His leadership, humor, and love of life will certainly remain with me always. Take care, old friend.

Dan Danielson, Past President, WB&A Chapter-TCA