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WB&A Chapter Newsletter

The Official Newsletter of the Washington, Baltimore, &
Annapolis Chapter, Eastern Division, Train Collector's
Association

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The WB&A President's Message By Art Tate

Another summer has come and gone already. I hope all of you and your families had a healthy, happy and prosperous season.

As I'm sure you all know, this is an election year. Not just for our local senators, governors, etc. but also for WB&A. We have Board positions open that we need your vote on. Ballots will be sent out shortly and will be counted at our Nov. 4th mini-meet. The meet is free to WB&A members and this will be a great time to get to know your officers and Board of Directors. Trains will be on sale of course, with free tables provided and you will be updated on what the future holds for WB&A during the business portion of the meeting. A delicious free lunch follows the Meet. Please plan to be there.

Our own Eastern Division is also holding elections. Many of our old friends from WB&A are running for a variety of offices and we ask that you support Sam Geiser for President, Jim Kronz for Treasurer and Brian Reilly for Secretary. We also have two members running for the Board of Directors in Bob Heine and Mike Petronella. All have been long time members of WB&A and would be valuable and capable additions to Eastern Division. Certainly, vote for the person of your choice but please vote.

With fall on the horizon, train meets cannot be far behind and the grand daddy of them all, York, is coming up in October. For those of you who may never have been to the Eastern Division, York Meet I can only say that it must be seen to be believed. There are literally acres of trains. It is a collector's paradise. The York meet is followed by our own Kena Temple Meet in December, complete with Santa Claus and the Capitol Trackers huge layout. This meet just keeps getting better and better. You won't want to miss this year's extravaganza of trains and fun. See you at the shows!

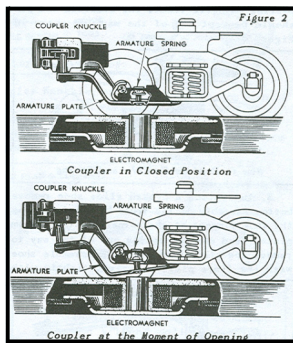
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Earlier Legal Entanglements Between American Flyer and Lionel

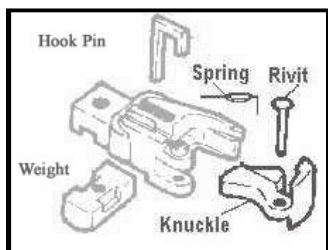
By Bob Drake

Couplers.

In the early days, American Flyer had two-rail track and Lionel had knuckle couplers. So the argument as to which was better went on at home and at school. American Flyer needed to develop a knuckle coupler that would not violate Lionel's patent and here is what they did:



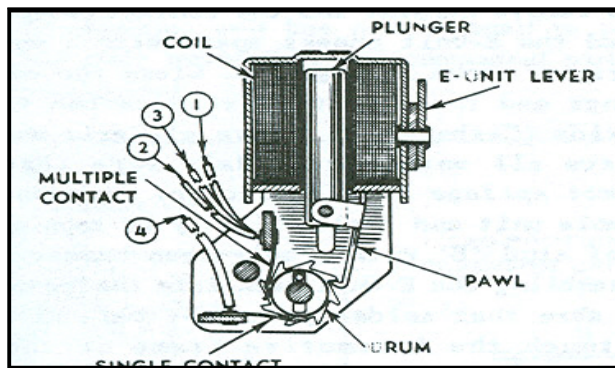
Lionel's coupler had a knuckle held in place by a rivet with a spring to open the coupler when it was released. A pin fastened to an armature that, when drawn down by **magnetic force**, would pull the pin **down** to release the knuckle. The pin was held **up** by a flat armature spring.



American Flyer's knuckle was held in place just like Lionel's with a rivet and a spring to assist in opening it. American Flyer used a hook pin attached to a weight that, when pushed **up** would release the knuckle. The pin was held down by **gravity**.

E-Units.

Lionel used a reversing unit that contained a coil with a plunger inside that was fastened to a pawl. When power was applied to the engine, the coil would **pull** the plunger up



and the pawl would index a small drum on an **horizontal** axis with teeth in the **center** of the drum. The pawl would drop down **by gravity** when power was taken off the tracks. In each of the positions, contact strips on the drum would make different contacts with the "multiple contact" fingers that had wires going to the various terminals of the motor.

As the e-unit drum indexed, the motor would cycle through its various positions (forward—neutral—reverse—neutral).

American Flyer's unit, as used in the O Gauge Pre-War 423 engine, for example, got around the patent by using a coil with a solid core to produce a magnetic field. There was no plunger but rather an armature that acted like a door on hinges with a flat metal piece that **pushed** on the **off-center** teeth of the **vertically** placed drum. When power was applied, the door would close by magnetic force and index the drum. When power was removed, a **spring** would pull the armature back out to get ready for the next cycle. Contact strips on the drum would make different contacts with the "multiple contact" fingers that had wires going to the various terminals of the motor. This unit was not prone to sticking, but the spring would lose tension and need to be replaced periodically.

In the next issue ... where Lionel sued on the 314AW whistle tender ... Stay tuned.

Treasurer's Report By Glenn MacKinnon

Since my last report, our only significant financial activities were the funding of the 2010 Convention account with \$4000 and the purchase of a recording device for use during our Board of Directors meetings and Mini-Meets. I am reporting for the first time the status of the Chapter's Certificate of Deposit. It's has a five year term that matures in March 2010. We can gain access to the funds, if needed, anytime. Currently, we plan on leaving the CD in place until maturity. I still have club shirts available for \$20 regardless of size. Let me know if you would like to purchase one to wear at this fall's York Meet. I will be on site at the fairgrounds starting Wednesday, October 18th. We have shirts available in most sizes. You can contact me to check on availability. If you have any other questions or comments feel free to contact me at 703-927-9843 or glen.mackinnon@verizon.net.

Check Book Balance – January 1, 2006 \$15,552.59
 Check Book Balance – September 10, 2006 \$11,661.75
 Certificate of Deposit w/Eastern Savings Bank \$ 1925.90

Significant Activities January 1, 2006 thru September 10, 2006

	<u>Expenses</u>	<u>Revenue</u>
MD Armory 06	\$2275	\$3025
Newsletter 06	725	1166
Club Shirts	698	261
Membership Dues 06	8	3340
WB&A Web Site	303	0
WB&A Booth at York 06	51	0
Kids Korner	107	100
Mini Meet June 06	334	0
2010 Convention	4000	0
Miscellaneous Expenses	938	0



Lionel 956 Stockyard Set in Brown Box

By John Niehaus (PCA)

Bob Drake, Plasticville Collector's Association (PCA) Member #05-383, has what may be a unique or even rare Lionel 956 stockyard set. The contents of the set are the usual colors. What is unusual is that the box is not the usual Lionel orange and blue but a common brown cardboard box. Bob sent three pictures of his set. Two of those pictures clearly show the number 956 on the end of the box that seems to have been made with a rubber stamp.

His piece brings up a few questions. Did Bachmann package some Lionel 956 stockyard sets in plain brown cardboard boxes? If the answer to this question is "yes" then how did Lionel market them? Were they included in the more inexpensive sets? Were they included in department store sets? Are they leftover sets that were possible repackaged and sold by Madison Hardware in New York City or by another retailer?

If anyone has information regarding the unusual manner in which this piece was packaged please let us know. Contact me at villagereditor@plasticvilleusa.org and I will share your comments in a future newsletter.



Member Bob Drake asks the following about the item shown in the picture above, "Is this a rare set, possibly worthy of a news article? Is there anyone in the club that has any background on it?"

Reprinted from "The Villager," PCA Newsletter, August 2006, Vol. 5 No. 3. www.plasticvilleusa.org

Editor's Note. This set actually belongs to WB&A Member Garrett Goldstein who asked me to look into the origin and value of the set for him.

Lionel & MTH Lawsuit(s) Update

On June 20, 2006, MTH Electric Trains announced that it is dropping its patent infringement lawsuit with Lionel after both Lionel and MTH agreed to wait on the Sixth Circuit Court of Appeals ruling in the theft of trade secrets case between the two firms. That ruling is expected in six to eight months at which point the patent infringement case could be revisited should Lionel need to resolve it in order to exit from bankruptcy.

The patent infringement suit was filed by MTH in response to Lionel's motion for discovery of MTH's patent infringement claim using Bankruptcy Rule 2004, a particularly invasive form of discovery that afforded MTH no confidentiality protection for information uncovered during the discovery process. Consequently, information obtained during the discovery could have been shared with Lionel's engineering and marketing teams and provide the company with an inside look at MTH's plans for its technology.

TCA Eastern Division Elections Coming Up!!

Our own Brian Reilly, known as "Boxcar Brian" to most of us, is giving up his current post on TCA Eastern Division Board and is now running for Secretary of Eastern Division. Brian is a long time member of our club and has served us extremely well as the direct link from our WB&A Chapter to the Eastern Division Board.

The ballots will be coming out this December for this election. I talked to Brian and he approved this endorsement and added that he believes that "**Service to Our Members**" is his primary Goal.

WB&A Election Coming Up!!

This year there will be three vacancies on the WB&A Board of Directors. 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 Stan Dobrzycki by phone at 410-686-3578 or by E-mail at Lionelstan@comcast.net

Soon you will receive a mailing that will include a ballot, resumes of candidates, and a pre-addressed return envelope. Please return the completed ballot using the enclosed envelope promptly and we will let you know who your new Board Members are.

The Future of Our Hobby is in Our Hands

By Brian Reilly

I decided to get my old trains out of the attic, clean them up with my Dad's help, and run them at Christmas 1972 for our son and nephew who were coming with my brother, his wife, and two of Marty's sisters to spend the holidays with us. Our neighbor had an operating layout and was running that great Illinois Central set from 1955 and offered to assist us in cleaning them up and getting them ready to run again - labor of love. We got the trains--all three sets - running okay and the kids really enjoyed them.

My Dad found the name, Joe Weatherly, then the dean of Lionel and other electric train repairmen in Northern Virginia. Joe, in earlier years, had been the man who set up, ran and kept running, the annual Christmas layout at the downtown Woody's store.

This rekindled my long dormant interest in electric trains. Joe and his close friend, Al Myers, got me interested in going to York to see the greatest train show on earth. The year was 1975 and one trip there and I was hooked! Then, as now, TCA had the one free visit policy and if you wanted to go again you had to join the club, which I promptly did. There were no Greenberg Great Train and Doll Shows. There were few, if any, schoolhouse or firehouse shows and York was only twice a year.

The TCA's Eastern Division had a chapter, the Washington, Baltimore & Annapolis, which sponsored two smaller shows in Pikesville, Md., in March and late August, *if you just couldn't wait for York* a few weeks later. You could join the Chapter, pay \$5.00 a year in dues, and attend two more great meets. At the time that I was presented with an application for TCA membership, with my two sponsors at my side, I was also presented with an application to join the Chapter. All I had left to say was, "Where do I sign?" It was the beginning of a 31-year love affair with club meets.

The second oil crisis in 1978-79, brought with it many changes that impacted our hobby. Lionel nearly went under in the 1960's when kids were running slot car races and buying HO trains which were a lot cheaper buy at the time. In the wake of the price rise that resulted from two such oil crises in the 1970's decade, commodity prices doubled and tripled in price. These included brass, copper, nickel, paints, and plastics used in making model trains and similar toys. The recession that ensued in 1980 and beyond slowed the sale of trains and related hobby items.

By then, WB&A had outgrown the Pikesville Armory and had moved our two-day show to the Fairgrounds in Timonium and sellers began breaking down new trains for parts to sell to those doing restorations on postwar trains. Bruce Greenberg, whose bookstore had two tables at TCA Meets, began hosting a Christmas Show in Ellicott City. The show quickly outgrew the space allotted and parking nearby had been next to impossible so this show, too, also moved to the Fairgrounds where it proved to be a huge success in the 1980's.

In a short time, Bruce was holding additional shows at Towson State University, the D.C. Armory, and the new Convention Center in Baltimore. His shows were open to the public and designed to attract families, Mom, Dad and the kids. You didn't have to join or pay dues to attend. In a few years, Bruce's shows were being held up and down the East Coast and as far west as the Mississippi

River. The Great American Train Show (GATS) was competing with the Toy Train Operating Society (TTOS) nearly everywhere west of the Mississippi soon thereafter. Close behind all this activity, what we now call the "bandit shows," were cropping up on weekends all across our region. They offered tables and admission at very reasonable prices and you needn't be a club member to attend. I nicknamed them, "Little Greenberg's," i.e., guys trying to make it big like Bruce had done. A few lost their shirts while some are still around on any given day during train meet season.

Well, needless to say, club shows and membership therein, began to wane. Lots of fellows were of the opinion the little money they save on dues could be spent on trains at the big shows and the smaller firehouse meets where there might even be a fire sale!

It became more difficult for clubs like TTOS, LCCA, LOTS, and our Chapter to recruit and hold new members and attract table holders to our meets. In some ways it is amazing that we've held on as long as we have. Thank your lucky stars that there are still some loyalists and others who enjoy quality products plus the camaraderie of attending a bona fide club meet.

What can we do to attract new people into our hobby and club in this new era where there is so much competition for spending our discretionary income for spare time activities? There is a lot more than slot cars and action figure toys out there these days competing with our hobby.

Well, I don't expect us to come up with a way to turn things around overnight, but I do believe we will need a concerted effort to support the WB&A, Eastern Division, and TCA National in beginning a coordinated and concerted effort to promote our hobby and club membership in the months and years ahead if we want to succeed.

Back in 1954 and beyond, the founders of TCA faced a similar dilemma when interest in the hobby began to give way to the competition. They hung in there and those of us still around have enjoyed 50 plus years of the greatest hobby on earth. We must ask ourselves, "Why can't we do as well or better than they did?" *Let's "Just Do It!"*



Sam's Train Wrecks

By Sam Geiser,

Before 1900 the horror of travel by rail was journalized from three to twenty-two accidents every day and in some years more lives had been lost by rail travel than in some of the severest battles of the Civil War.

Major causes, and there were many, head on collisions, sharp curves, steep and bumpy grades, wooden rather than steel or metal bridges, track laid with little ballast under the ties, and of course little to no maintenance.

Historically, coverage of this magnitude was traced to the Federal Government, who encouraged flimsy railroad construction through its land grant policy, which gave railroads land and loans only as mileage was completed. Quality was not rewarded.

Winter Childhood Memories Captured In "Silent Films" -- Pt. I

By Bob Heine

Who says toy trains are boring just 'cause all they do is go 'round in a circle?

While growing up in Queens, NY, as colder winds replaced our autumn breezes, each December was the time my Christian and Jewish friends and I were *finally* allowed to retrieve our train layouts out from their attic hibernation. With the advent of the Winter holidays, the days grew short and scores of us baby-boomers tossed our past season's baseball cards into closet shoeboxes in anticipation of more seasonal indoor pursuits and the latest Lionel "wish list" catalogs.

Ever since I was a 2 year old barely able to focus, my dad, an architect, set up a fairly realistic 4' by 7' plywood Christmastime layout down in our narrow cellar complete with working lamp poles, painted streets and textured grass. In 1962, my pre-teen male pals (girls still had cooties) and I were still enamored with the "classic" sci-fi horror films of the 1950's, as well as Poe ghost stories. We just couldn't get enough of The Blob, The Thing, and Werewolf reruns. As hyperactive 11-year olds during our Winter Break from school, we grabbed a Bolex wind-up camera and dipped into our allowance jars to purchase several rolls of 8mm Kodachrome and started writing and filming the "*The Monster that*" & "*The Iguanodon*" We thought: "If the Japanese can make Godzilla, so can we!"

We settled on my scenic 027 layout as the best realistic movie backdrop and we then corralled many of the neighborhood's trains, Bachmann buildings and floor lamps (indoor color film required us to light up "the set" with dozens of 100-watt bulbs for our "daytime" shots) for the needed effects. During the weeks of filming, the dads stayed at arm's length adding only occasional technical advice, while the moms supplied needed props from the pantry.

A young blond member of a short-lived gang called the "86th Ave. Black Impalas" volunteered to play the role of our PhD chemist who in the opening scenes haphazardly exposes himself to a potion (grenadine on a Dr. Kildare shirt). This lab accident turns our star into a rampaging 250 foot tall fiend (luckily clothes stayed intact). To feign the chemist's sudden growth spurt, special FXs included a Mattel "Ken" doll (remember Barbie & Ken?) bursting through the 3-piece roof of an O/S gauge New England-style Ranch

house with rafters supplied by many Plasticville Houses under Construction. Our "Monster" then goes on to wreak havoc on village landscapes, Kenner & Erector set bridges, trains and even fleeing planes/autos pulled along by *invisible* nylon fishing strings.

Since the close-up action scenes didn't require footage of our Monster's face or torso, we were free to substitute ourselves as stunt doubles; always making sure to wear the same pegged pants, white socks and black penny loafers sported in the earlier footage. At one point, Marx telephone poles and thread "wires" catch fire that for effect results in a flickering of the layout's lighting grid from the town's "KW Transformer" Power Plant.

As you have probably guessed, this violent movie did not end "happily ever after," especially for the residents of P'ville and the unfortunate Dr. Ken, aka "The Monster."

Stay tuned for Part II ...

Want an Ad in the Newsletter in 2007?

Ad Size	Per Issue	Year
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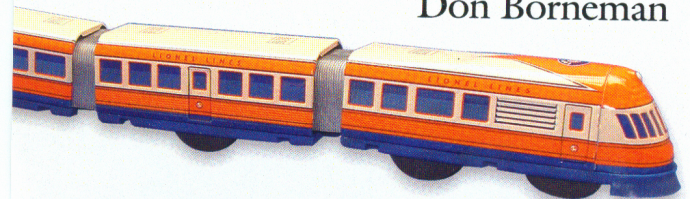
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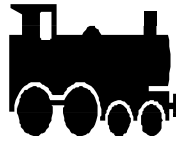
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must be in 30 days before the show date.

Next Show: Saturday, Dec. 16, 2006 (8:30 am—1 pm) Dealer Setup 6:30 am
We Follow Train Collector Association Standards at Our Meets



U.S. Army Yard Switchers On the Korean Peninsula

By Glenn MacKinnon

Wegwan Korea, a small town located approximately 25 miles north of Taegu on the southern half of the peninsula, is the home to the Materiel Support Center-Korea (MSC-K). MSC-K is the U.S. Army's largest supply, maintenance and storage facility on the Korean peninsula. The facility has several miles of rail sidings that facilitate the receipt and shipment of equipment headed to our forces stationed near the DMZ and for items being returned to the United States.



The roadbed at MSC-K cannot support modern Korean Railroad locomotives. In order to utilize the



network of track on the facility, members of MSC-K's Korean workforce converted two Vietnam War vintage M35 2 1/2 Ton Cargo Trucks, better known as the "Deuce and a Half" into yard switchers. During my assignment as the MSC-K Commander in the mid 90's, I took every possible opportunity to observe operations on our railroad. Finally, near the completion of my assignment, after several hours of training, I took the wheel of one of these old workhorses and repositioned 60 ft flatcars loaded with army cargo trucks for pickup by the Korean Railroad. What a thrill!

The buckets hanging from the front bumpers contain sand for use when added traction is required. The large steel box located where the cargo bed used to be located is filled with concrete. Even M1 Battle Tanks weighing in at nearly 60 tons, shackled to flat cars, were no match for these old "yard dogs."

Lionel Concludes Licensing Agreement with Union Pacific Railroad!

September 14, 2006

Dear Friends of Lionel:

I'm happy to tell you that, subject to the final approval of the court, Lionel has concluded a licensing agreement with the Union Pacific Railroad to continue using its logos and trademarks on our trains, just as we have over the past century. As most of you know, our negotiations with UP have not been easy and were, at times, contentious. Having said that, I want to thank the UP management for working with us to successfully address Lionel's concerns.

As most of you also know from the many conversations we've had online, at trade shows and at our dealers, I had three major issues that I felt needed to be solved: The first was that a UP license not add significant and unpredictable cost to our products; the second was that we would be able to make all of the same kinds of trains, and use the same marks and logos Lionel has made in the past; and most important of all, that Lionel be able to make UP branded products indefinitely.

I now feel that all of these concerns have been successfully negotiated, allowing us to dedicate less of our resources to legal battles and more of them to our real business, making great model trains. Finally, I would like to thank all of the clubs, dealers and individuals that have been so supportive during this long and difficult negotiation.

Jerry Calabrese



VOTE
Sam Gieser
for
Eastern Division
President

History of the WB&A Chapter By Carol Redman McGinnis

This chapter has a rich and colorful history. As with many other early divisions and chapters, several train collectors in the Baltimore area were holding informal get-togethers. Bob Marshall, CM-HR-37, recalls that Al Roth, CM-55, hosted two or more members in his basement on Friday and Saturday nights. They would talk trains, swap stories, and generally have a good time. A 1985 WB&A newsletter recalls a note from Al Roth letting fellow collectors know about the plan to shoot the breeze, show, sell, swap, and buy trains. This group was looking to expand, with the next move being to “apply to National for a Chapter to be named WB&A in honor of the old Washington, Baltimore, and Annapolis trolley line,” hence our trolley logo. Based on the rest of the information in this article, the date of the letter was most likely Fall of 1964. This letter was posted by John Sullers, Jr. HR-61-540; however there is no date on Al’s note.

In the 1960s, those early years of TCA, the National organization was struggling with the concept of Divisions. *By 1960 there were six Divisions: Eastern, Midwest, Western, New England TCA—NETCA, Pacific Northwest and NorCal-Northern California.* How many should they have, where should the boundaries be, and how should they be guided by the National? All of these questions beset the early National Board of Directors. Don Speidel, CM5-HR-92, had a heated discussion (he remembers that he argued) with Lou Redman, CM-3 about the intricacies of splitting up the Divisions, that the existing Divisions should stand as they are, and that Chapters could be developed to promote local meets. Thus a Chapter would be able to function under the umbrella of the Division having the legal authority and insurance to host local meets.

Historians Note: Currently, with 20 Divisions there are 28 people on the National Board of Directors, which includes the President of each Division, plus the President, President-Elect, Vice-President, Secretary, and Treasurer of TCA. Also included are a parliamentarian and the last three Past Presidents of TCA.

Don’s thoughts prevailed and the concept of a Chapter evolved. Then at the Eastern Division Meet in April 1964, Don Speidel proposed a motion, Al Roth seconded, and the Eastern Board of Directors approved the first Chapter – the Lake Erie Chapter.

Significant to WB&A it should be noted that just prior to Don’s motion, Al Roth (the Founding Father of WB&A) proposed a motion at this April Eastern Division meeting, Wendell Roth, 59-359, seconded, and the Board of Directors discussed permission to form a new Division, to be named “Dixie Division.” The Board of Directors of Eastern discussed presenting this motion to National. Lou Redman amended the motion to define the boundaries of the proposed Division be specified as the area south of the Mason-Dixon Line (excluding New Jersey and Delaware), stretch south of the Ohio River, and East of the Mississippi. (Grandiose I must say!) The information was included in the April minutes and it was approved *provided* that all requirements at the National level are met by the proposed new Division. This information is contained in the Eastern minutes dated 4/18/64 and housed at the in the TCA archives, located in the Toy Train Reference Library.

Hand written into the margin of those minutes was this illuminating note, with no notation as to its author – “Dixie Division turned down in June of 1964 and WB&A Chapter voted on at Eastern, October 1964 business meeting – and passed.” In reviewing the minutes of the October meeting there was no written mention of this action. So there you have it: WB&A officially became a Chapter on October 3, 1964.

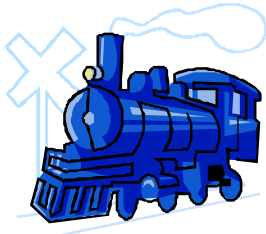
It is with deepest respect and admiration that I take over the reigns of WB&A Historian from Nancy Swan. She will continue to tender the best that WB&A has to offer and has graciously agreed to carry on as advisor. If you can add to this story please contact your new Historian, Carol Redman McGinnis.

TCA Eastern Division Elections Coming Up!!

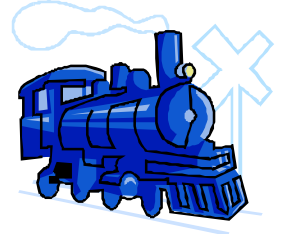
Our own Bob Heine is on the ballot as a candidate for one of the several Eastern Division At-Large Board of Director positions. Bob has done a great job on our WB&A Board and we will miss him a lot as Membership Chairman. He will do even better on the Eastern Division Board.

The ballots will be coming out this December for this election. I talked to Bob and he approved this endorsement. He also added that he urges everyone to vote, especially those from the District of Columbia, Maryland, and Virginia.

Fall WB&A Chapter Mini Meet / Train Collectors Association

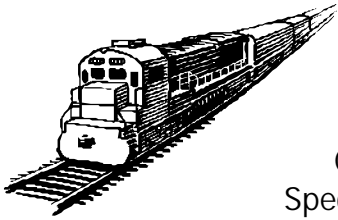


Saturday, November 4, 2006
9 AM – 1 PM

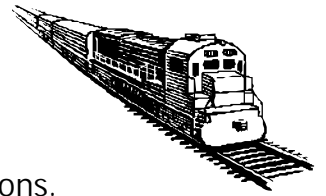


All roads lead to the meet!

Location: Frances Fuchs Special Center, 11011 Cherry Hill Road, Beltsville, MD 20705
WB&A Members welcome without charge Coffee & Donuts served 9AM, at no cost
General Membership Meeting – 10:30 AM Complimentary Lunch served after meeting



Meet the Board of Directors.
Free of charge table for members.
Pick up your 2006 authentication sticker.
Come and greet the newly elected Board Members.
Special viewing of videos of previous TCA National Conventions.
Bring a new, unwrapped toy for the Marines Toys For Tots Campaign.
You can pay your 2007 WB&A membership dues
Find out about more details about the upcoming 2010 Baltimore National Convention



Directions:

From the North (Baltimore, Delaware, Pennsylvania)

From Rt. 95 South in Maryland take Exit 29 – Powder Mill Road towards Calverton
This is Rt.212 - Go 1 and 3/4 miles to Cherry Hill Road and Turn left onto Cherry Hill.
Follow 1/2 mile to school on the left.

From Rt. 29 South in Maryland, Take Cherry Hill Road – right hand exit
Turn left at the light on the bridge onto Cherry Hill Road.
Go 3 miles through crossroad at Powder Mill Road, and follow 1/2 mile to school on left

From Rt. 1 South in Maryland - Cross over the Beltway (Rt. 495)
Take the next right onto Cherry Hill Road and Go 2 and 1/2 miles to school on the right

From the South (Richmond, Annapolis, Washington DC)

From Rt. 495 to Rt. 95 North in Maryland take Exit 29 (Powder Mill Rd) to Calverton
This is Rt.212 - Go 1 and 3/4 miles to Cherry Hill Road and Turn left onto Cherry Hill.
Follow 1/2 mile to school on the left

From Rt. 29 North in Maryland, Take Cherry Hill Road towards Calverton- right exit
Turn right at the light on the bridge onto Cherry Hill Road
Go 3 miles through crossroad at Powder Mill Road, and follow 1/2 mile to school on left

From Rt. 1 North in Maryland - Before the Beltway (Rt. 495) turn left to Cherry Hill Rd
Go 2 and 1/2 miles to school on the right.

Put this date on your calendar. Hope to see you there!
Meet Chair: Carol McGinnis—Call 410-336-8522 for Questions
Please note all the free, no charge, complimentary stuff for members

**WB&A Elections Coming Up!!
Meet the Candidates!!**

Garrett J. Goldstein
TCA 04-58023

Garrett graduated from Bryant College with a B.S. in Business Administration. He currently serves as our Meet Chairman and has extensive experience producing and managing trade shows and conferences. He served as Director of Federal Events, overseeing a staff of eight, producing over 100 events annually. Garrett would like to be elected to the WB&A Board because he wants to learn more about management of a train club and be around other train enthusiasts. As you can see he has a lot of non-profit business and trade show experience that would allow him to make an immediate positive contribution to WB&A. Although he has only been a member of TCA for about a year, he will bring both an unbiased perspective to the evaluation of new ideas and the traditional organizational traits that made TCA an internationally recognized name in train collecting.

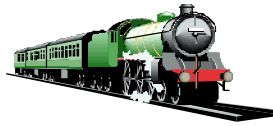
David W. Martino
98-47123

David has been involved in Lionel trains since he was three years old, then in HO when he was 12, and into college where he started the Michigan State RR Club. In 1997 at a Florida Train show he met Steve Harris who got him started in TCA and recollecting the trains he sold to buy HO as a youngster. David became involved with the Southern Division, hosted meets, set up Kid's Corner, and eventually became President of Southern Division. He has since taken a position with a firm in Woodbridge, VA, and has found many new Eastern Division train friends. He would like to join the WB&A Board and his experience and knowledge will help the Chapter improve and accept the challenges of the TCA 2010 Convention.



What Do I Get for My WB&A Dues?

- o Two Train Shows per Year
 - Free Admission
 - Train Doctor
 - Train Related Seminars
 - Meet Tables Available
- o Two Mini-Meets per Year
 - Free Admission
 - Free Coffee & Doughnuts
 - Free Lunch
 - Free Trading Table
- o Quarterly Newsletter
- o Opportunity to Participate in Eastern Division and WB&A Activities and Management



Upcoming Train Shows

Train Show/Meet	Date(s)	Contact
TCA ED York Meet, PA	Oct 19-21	703-222-2982
Chesterfield Cty, VA **	Nov 4	804-746-0659
TCA WB&A Mini-Meet	Nov 4	410-336-8522
Gaithersburg, MD **	Nov 5	703-536-2954
Winchester, VA **	Nov 11	549-662-2728
Rockville, MD **	Nov 11-12	Lions Club
Fredericksburg, VA **	Nov 18-19	540-286-3714
Putty Hill, MD **	Nov 25	410-252-1084
Clearview, VA **	Nov 25	304-229-1930
Virginia Beach, VA **	Dec 2-3	630-279-4048
TCA WB&A Kena, VA	Dec 9	703-731-4073
Fredericksburg, VA **	Dec 9-10	540-854-7062
Earleigh Heights, MD **	Dec 10	410-228-7710
Arbutus, MD **	Dec 16	410-465-3782
Mechanicsville, VA **	Dec 16-17	630-279-4048
Chantilly, VA **	Dec 30-31	630-279-4048
Timonium, MD **	Jan 6-7	630-279-4048

** Not a TCA Sanctioned Event

**Bob Drake, WB&A
Newsletter Editor
4404 Dartmoor Lane
Alexandria, VA 22310**

Register early for the WB&A Kena Temple Train Show. December 9, 2006

- **Setup Friday, December 8, 2006, at 2:00 pm or Saturday at 7:00 am**
- **TCA Members admitted 8:00 am Saturday, December 9, 2006**
- **WB&A Members admitted FREE**
- **Open to Public at 9:00 am and closes at 2:30 (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): _____