

SWITCHER

August 2009

The Journal of the Lionel® Operating Train Society

Vol. 30 No. 4

CELEBRATING 30 YEARS OF OPERATING

1980

LITTLE ROCK, AR

1981

CINCINNATI, OH

1982

KALAMAZOO, MI

1983

NEW ORLEANS, LA

1984

PITTSBURGH, PA

1985

ST. LOUIS, MO

1986

PHILADELPHIA, PA

1987

TULSA, OK

1988

SEATTLE, WA

1989

DEARBORN, MI

1990

BALTIMORE, MD

1991

DAYTON, OH

1992

MODESTO, CA

1993

FT. WAYNE, IN

1994

NEW BRUNSWICK, NJ

1995

CHICAGO, IL

1996

BOSTON, MA

1997

SCRANTON, PA

1998

SAN DIEGO, CA

1999

MOBILE, AL

2000

DEARBORN, MI

2001

BALTIMORE, MD

2002

MILWAUKEE, WI

2003

LANCASTER, PA

2004

CINCINNATI, OH

2005

NORFOLK, VA

2006

SARATOGA SPRINGS, NY

2007

PORTLAND, OR

2008

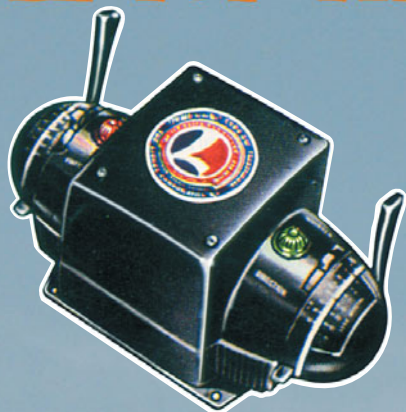
SOUTH BEND, IN

2009

CHATTANOOGA, TN



LIONEL TOY TRAINS AND ACCESSORIES!



Inside This Issue:

- 2 Great Kid's Stories
- Latest LOTS Car Offering
- 50+ Ideas for your Layout
- A visit to a new Member's Layout
- ...and much, much more!

LIONEL OPERATING TRAIN SOCIETY

The Lionel Operating Train Society, Inc. (LOTS) is an Ohio not-for-profit corporation. "Lionel" is a registered trademark of Lionel® L.L.C. and is used with its permission. LOTS is not affiliated with this company. LOTS' use of the Lionel® ZW Transformer as its Club emblem is also with permission of Lionel® L.L.C.

The *Switcher* ISSN 10810234, USPS Publication #012-341 is published by LOTS six times a year – in February, April, June, August, October and December. The deadline for articles is six weeks preceding the issue. Periodicals Postage Paid at Cincinnati, Ohio. Membership subscription is included in annual dues. **POSTMASTER** send address changes/corrections to LOTS, 6376 West Fork Road, Cincinnati, Ohio 45247-5704.

Except for materials reprinted herein with the permission of others, all materials in the *Switcher* are the copyrighted property of LOTS, and permission for their reproduction must be obtained from the *Switcher* Editor. The opinions expressed in the *Switcher* are strictly those of the authors and are not necessarily those of the Officers and Directors of LOTS nor of the LOTS organization as a whole. Copies of Lionel® copyrighted materials have been used in this publication with the permission of Lionel® L.L.C.

OFFICERS

Cris Matuszak, **President**
6108 West Eastwood
Chicago, IL 60630-3001
773-777-9435

Ed Mazur, **Vice President**
990 N Lake Shore Dr, Apt 21A
Chicago, IL 60611-1344
312-654-8546

Phil Howe,
Secretary/Treasurer
739 Alleghany Road
Grayslake, IL 60030-3834
847-548-5325

LOTS Business Office
Paula S. Smith
6376 West Fork Road
Cincinnati, OH 45247-5704
513-598-8240 (phone)
866-286-6416 (fax)

Web Site
www.lots-trains.org

DIRECTORS

Larry Smith, **Chairman**
6376 West Fork Road
Cincinnati, OH 45247-5704
513-598-8240

Cris Matuszak, **President**
6108 West Eastwood
Chicago, IL 60630-3001
773-777-9435

Scott Kuntz, **Past President**
900 E. Northwest Hwy.
Mount Prospect, IL 60056
847-398-3320

Victor Bodek, **At Large**
39394 Marne Ave.
Sterling Heights, MI 48313-5526
586-321-1712

Frank Kammer, **At Large**
1706 Marilyn Lane
Cincinnati, OH 45231-5223
513-729-1919

APPOINTED OFFICIALS

Paula S. Smith, **Statutory Agent**
6376 West Fork Road
Cincinnati, OH 45247-5704
513-598-8240

Michael Solly, **Librarian & Elections Committee Chairman**
2312 Snowflake Drive
Odenton, MD 21113-2235
410-672-6699

Neil K. Yerger, **Assistant Librarian**
7 Farm Road
Wayne, PA 19087-3303
610-688-0689

APPOINTED OFFICIALS

Don Carlson, **SWITCHER Editor**
14743 Ronnie Lane
Livonia, MI 48154-6130
734-462-4265

Ralph Spoettle, **SWITCHER Assistant Editor**
210 Coachman Drive
Chesapeake, VA 23325-4710
757-420-9627

Paula & Larry Smith, **Web Site Co-Managers**
6376 West Fork Road
Cincinnati, OH 45247-5704
513-598-8240

TABLE OF CONTENTS

View From The Cab.....	3
Ben and Humphrey Visit the Island of Sodor..	4
A Train Layout for Lorelei	6
Women and Railroads in World War II	10
LOTS Aquarium Car Order Form	12
LOTS New Members Listing.....	13
Railroad Dining Cars.....	14
50 Ideas for 50 Cents	18
Truck Inspired by Convention/Special Car ...	21
Vice President's Column.....	22
LOTS 2008 Financial Report	23
My Lionel Layout	24
LOTS History	30
LOTS Membership Application.....	31
LOTS Merchandise Order Form	BC

ABOUT THE COVER

This year LOTS celebrates its 30th Anniversary. The club was founded and named by Larry Keller (CM-1) and Johnny Ourso (CM-2).

Throughout its history LOTS has maintained the founders' original direction of being the O-Gauge club dedicated to OPERATING toy trains.

In addition, LOTS cars and merchandise have become valuable items on Members' layouts and in their collections.

Over the last 30 years the club's Membership has grown in size and they have always enjoyed many benefits at an economical cost. Thank you for being with us and continue to have fun with LOTS!

LOTS OFFICE FUNCTION DIRECTORY

Address Changes
Applications
Information
Completed Applications with Payment
Complaints
Between Members
Regarding Applications or Mailings
Convention Car Orders
Dues Renewals
Information & Mailings
Payments
Elections
Nominations
Petitions
Completed Ballots
Information about LOTS
Membership Badges & Convention Bars
Membership Cards
Operational Issues
Policy Matters
Roster Listings
Scheduling a LOTS Meet
SWITCHER
Articles and Letters to the Editor
Back Issue Sales
Change of Address
Damaged or Missing Current Issues
Reprints of Past Articles
Track Changes
Ads
Change of Address
Missing or Damaged Issues
VHS Video Tape Rentals

Business Office
Business Office
Business Office
Immediate Past President
Secretary
Business Office
Business Office
Business Office
Business Office
Nominating Comm. Chair
Secretary/Treasurer
Nominating Comm. Chair
Business Office/Web Site
Business Office
Business Office
President
Chairman, Board of Directors
Business Office
Vice President
Editor
Librarian
Business Office
Business Office
Librarian
Business Office
Business Office
Business Office
Assistant Librarian

LOTS E-MAIL DIRECTORY

LOTS Web Site
Business Office
Officers
President:
Cris Matuszak
Vice President:
Ed Mazur
Secretary/Treasurer:
Phil Howe
Directors
Chairman:
Larry Smith
President:
Cris Matuszak
Immediate Past President:
Scott Kuntz
Directors At Large:
Victor Bodek
Frank Kammer
Appointed Officials
Librarian and Elections Committee Chair
Mike Solly
SWITCHER Editor:
Don Carlson
SWITCHER Assistant Editor:
Ralph Spoettle
Web Site Co-Managers:
Paula & Larry Smith

www.lots-trains.org
lotsbusinessoffice@juno.com
cmtarkus@aol.com
emazur531@aol.com
pshowe@ameritech.net
llsmith5@earthlink.net
cmtarkus@aol.com
socktrains@aol.com
mr.vic@comcast.net
fpk3rd@fuse.net
trainman52@verizon.net
donctrains@aol.com
threerailguy@peoplepc.com
contribute@lots-trains.org

VIEW FROM THE CAB



Hello everyone. Hope you are having a great summer. If you did not attend our 30th Annual Convention in Chattanooga you missed a GREAT time! All the Convention activities from the layout tours, GAP, DUCKS, swap meet and banquet, to mention a few, were all excellently planned and executed. There will be full Convention coverage in the next issue. Next year we will be in Hartford, Connecticut. Hope you can join us.

I want to give a big thanks to everyone who helped with this year's Convention and planning. I would like to mention names but I am sure I will miss someone so please all who helped, THANK YOU.

And to all our Members, thank you for your continued support of the club by purchasing our offerings. As this is our 30th Anniversary we are offering a commemorative piece. It is a Tennessee Aquarium car that was introduced at our Business Meeting in Chattanooga. With Paula's help we were given the okay from the aquarium for a one-time use of their logo. As she was processing an application she noticed that this applicant worked at the aquarium. So she called him and talked him into assisting us with this car. Along the way he enlisted another employee's help with pictures and design. Rob Mottice and Jeff Worley from the aquarium came up with actual high definition photographs of the background and the fish. Rob attended the Business Meeting and talked very enthusiastically about this car. He and Jeff are very excited about it and are looking forward to seeing the final product. The order form is enclosed in this issue and is also available on the club web site. With the popularity of aquarium cars and the extra details put in by the aquarium personnel, if you are interested, order quick as it is sure to be another sell out!

In this issue is a copy of our audited 2008 Financial Report. We have again stayed in the black, for the 8th straight year. This could not be accomplished without your support of our club car offerings and Convention participation. The Officers strive to make our car offerings and Conventions special and from your support you must agree! Thanks!

NONE of this could be accomplished without our Business Office Manager Paula Smith, who is our 24/7 task manager. Also announced at the Business Meeting: Paula has been contracted for another five years!

The election results are in, and there will be a separate report from Mike Solly later in this issue. I would like to thank all who ran and all of you who voted. We as a club have a great response to our elections.

Thanks to all for your vote of confidence allowing me to serve a second term as your President. Congratulations to Ed Mazur our new Vice President and Phil Howe our new Secretary-Treasurer. I look forward to a most productive three years.

We will be having elections for our Board of Directors next year. More details next issue.

Don Carlson and the *SWITCHER* staff will be staying on board for hopefully many more years.

As always, I ask for two things from you, our Members. Help keep the club strong by recruiting a new Member. Tell your friends why this is THE Train Club to belong to and keep the *SWITCHER* the best club magazine by submitting your articles. New authors are always needed. Tell your fellow club Members about your unique item, layout or repair tip. This hobby is about sharing, so please share with us!

Cris Matuszak, President

Ben and Humphrey Visit the Island of Sodor

By Carmine Piccora, RM 7392



Once upon a time there was a very good boy named **Ben** who had a close pal named **Humphrey** who just happened to be an elephant. They were the best of friends and went everywhere together.



They went to the mall and to Ben's Grandparents' houses and to the post office together and played all the time.

Ben, with his Mom and Dad, always took Humphrey along on their travels as well. Ben and Humphrey just loved to travel.

One day Ben and Humphrey had a great idea. They decided they would like to visit their good friend Thomas the Tank Engine who lived very, very, very far away on the Island of Sodor.



Ben and Humphrey took the long train ride to New York and then they went on the Ferry to the Island of Sodor. When they got off of the ferry at the dock, they met Salty the engine working near the harbor. He was with Sir Topham Hatt.



The ice cream factory was far away so Sir Topham Hatt offered his car to Humphrey so they could drive to the ice cream factory.

They asked Sir Topham Hatt where they could find their good friend Thomas the Tank Engine. He answered that Thomas was working today at the ice cream factory picking up 1,000 gallons each of mint chocolate chip and cookie dough ice cream for the children of Sodor. The children were having a big party today.



Humphrey and Ben found Thomas on the tracks next to the ice cream factory. Surprisingly, he was covered in Mint Chocolate Chip ice cream from smokestack to his rear coupler!

Thomas had been pulling the Troublesome Trucks along which were full of ice cream. They were being naughty and fresh and bumping into each other and Thomas too. They went too fast and Troublesome Truck Number Two crashed into Troublesome Truck Number One. Truck Number Two flew off the tracks and tipped over.

The melting ice cream spilled all over Thomas and he was a sloppy green mess. He could not see because his face was covered in ice cream. When Ben and Humphrey saw Thomas's troubles, they went to Tidmouth Sheds Engine House to get help.



Ben and Humphrey came back with Sir Topham Hatt riding in James the Red Engine who was pulling the yellow Fire Engine car.



Ben and Humphrey got the fire hoses attached to the fire engine car and washed away all of the ice cream from Thomas.



After Thomas was thoroughly cleaned, he was able to pull Troublesome Truck Number One, who was still filled with Cookie Dough ice cream.



They also attached the Tootsie Roll Car with a full load of Tootsie Rolls and The Lays Potato Chips boxcar full of chips to take to the children's party.



Sir Topham Hatt was very cross with the Troublesome Trucks and scolded them for causing confusion and delay.

Because Ben and Humphrey had helped Thomas so much, Sir Topham Hatt invited Ben and Humphrey to join the party and help celebrate.

Everyone had a wonderful time and enjoyed the ice cream and treats. After the party, Thomas and Sir Topham Hatt thanked Ben and Humphrey for all of their help and they rode in Thomas's caboose back to the ferry so they could go back home to New York.



The End

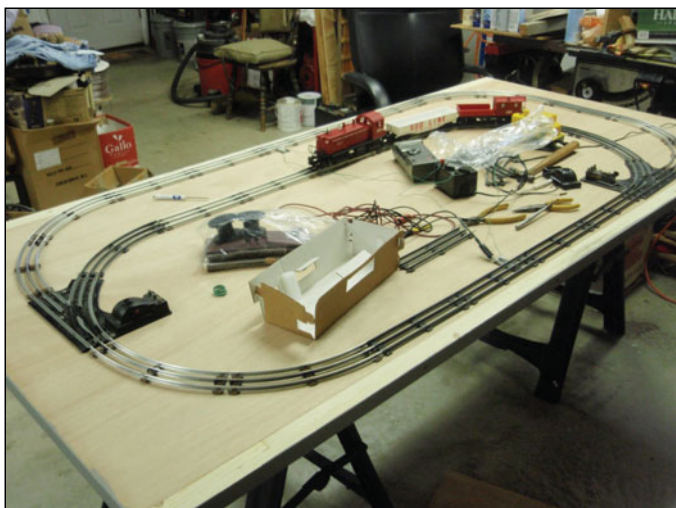
A Train Layout for Lorelei

By Bruce Bordelon, RM 3505

My 4-year old granddaughter and her father visited us for Thanksgiving 2008. During her stay, I introduced her to a small 4'x 8' layout that she could run. She spent several hours running trains and blowing whistles and horns. She enjoyed running trains so much that I told her father that I would send a Crayola® set for her present. He set it up under the tree on Christmas Eve after she was in bed.

She spent time the next morning running the Crayola® set and using the crayons to color the cars and mat. However, she was disappointed with the set because it did not have a horn or whistle. I then retrieved a new 1992 Lionel RR Club GP38 I had in storage and sent that to her. I also added an excellent plus Lionel 1033 transformer so she could power the layout and blow the engine horn.

That satisfied her, but the set could not stay on the floor during church member meetings and other events. So, knowing we would visit her Easter week, I decided to build a portable layout that would be complete and, when not in use, could be set upright against a wall. The legs were made removable so as to not protrude into the needed floor space. Also, the transformer, buildings, and other items had to be removable when the table was set upright against the wall.



I selected a 36" x 80" hollow core door as the base. After painting the bottom for wood protection, I turned the other side up and glued ½" foam to the door using 3M Spray Adhesive.

I used a file knife from my fishing tackle to trim the foam to the door dimensions and then painted it a flat green color.

For action, I retrieved a sealed 1992-issue NorthWest Express freight set from my inventory storage to use for the layout basis. The set had a log dump car, operating track section, track and transformer, so I laid track out on the door to determine what extras I might add.

I had decided that there would be a siding, so I would include a pair of rewired Lionel 1121's that I received from Santa in 1947. The set had enough track for most of the main loop, and I purchased additional new track to complete the layout.

The final configuration was the usual outside oval loop with an internal siding using the switch pair. A tunnel at one corner seemed appropriate, so the entry to the siding was along the back long side and returned to the loop at the opposite end. The tunnel would then be placed in a back corner opposite the controls corner.



I decided to use the card stock buildings from *SWITCHER* articles published in several issues during 2004-07. There are 14 buildings in these issues, and they would provide the bulk of buildings for the layout. I also included a Plasticville barn.

I added some autos and purchased two groups of Model Power figures from Hobby Lobby and a set of farm animals found at Dick's Five and Dime in Branson, MO, on our drive from Texas to Indiana to deliver the layout.

Materials to purchase for the Portable Layout Table

- A hollow core door for the main table; I used a 36" x 80". (I originally wanted to use a 40" x 80" door but that was a custom size that cost too much at \$75-90.)
- 2 each 1" x 4" boards to rip and add width to the table sides; rip two 1-1/4" lengths from each board; this added 1-1/2" to each side and created a 39" width
- 3 each 5/8" x 2-1/2" x 8' furring strips for the table edges; cull through the stack to obtain straight knot free pieces; \$1.50 each at Home Depot
- A 4' x 8' sheet of pink or blue 1/2" foam insulation
- A can of 3M Spray Adhesive to glue the foam to the door
- Interior latex paint for the layout earth; a cheap returned quart or gallon may be found in one of the paint departments of the local stores, such as Home Depot or Lowe's
- A 10 foot section of 2" x 3" vinyl downspout for legs – cut to the necessary lengths for the four legs and paint – ours were each about 21" long (so the table top was 22"-23" above the floor)
- 2" x 4" rough cut cedar (1-3/4" x 3-3/4") for the leg attachments; cedar chosen for lightness
- Box of 2" sheet rock screws for attaching sides and legs
- 2 bottles of white glue to be used for the side additions and for 50/50 mix

The Order of Layout Table Construction

- Lay and connect the track and switches on the layout to determine positioning
- Provide temporary wiring to the track and switches
- Place the engine on the track and test the power locations and switches
- Determine track sections with an isolated outside rail to set the switches for non-derailing
- Determine track sections with an isolated outside rail for a crossing gate
- Remove the necessary outside rail, take center rail insulators from old track and reinstall the removed rail with insulators
- Cut a short length of solid 12 gauge house wiring and remove the insulation
- Cut the insulation in small pieces to place on round toothpicks to isolate the insulated rails from the main line and spur
- Reconnect all the track and then, using a pencil, scribe a line along the center rail directly onto the foam; also scribe an edge of each rail tie
- With the temporary wiring run the engine again to test the non-derailing functions
- Determine the path of wiring from the switch controller, the transformer and the button for the operating track section
- Isolate additional track sections to operate the crossing gate when a train passes
- Remove the necessary track sections and using the filet knife, make a wiring trench in the foam from the control location to each power location, each switch, each isolated rail and the operating section
- Measure and cut 18, 16 or 14 gauge wire from the transformer to each power coupling location
- Solder the wire to the underside of each necessary power location and each isolated rail used for the crossing gate and each switch non-derailing track connection; cut the wire to length from the track location to the power source
- Reconnect all rail sections with the wiring laid in the trench; some track will need to be unconnected to "bury" the wiring
- With the wire in the trench, use small screwdrivers or other material to hold the wire in the bottom of the trench
- Fill in the trench with enough caulk to hold the wire in place when set
- Ballast the remainder of the track; outside first and then the inside
- Where wire trenches exist outside the track, glue foam, sawdust or other material to cover the caulk and trench
- Finish the layout surface
- Make four removable legs for the table corners
- Screw the leg posts to the table edges
- Cut furring strips to length and screw to the table edge flush with the table underside to protect the foam and add an upper edge to the table
- Build a mountain with tunnel
- Add buildings, vehicles, people, animals, and trees

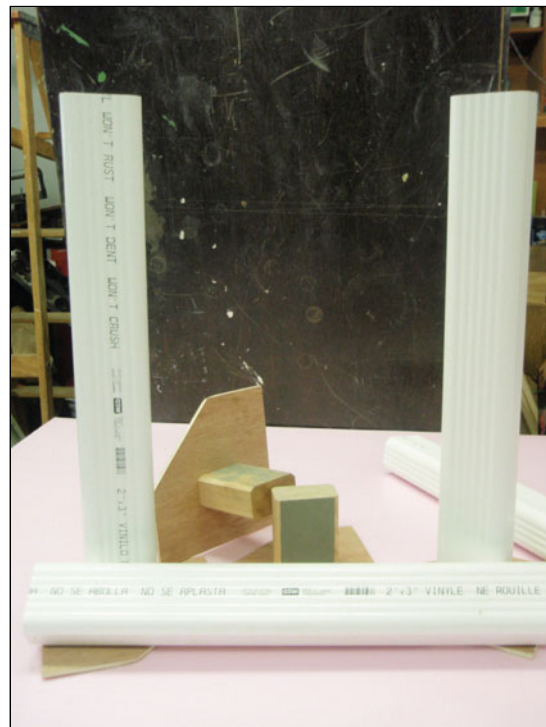
(Continued on page 8.)

A Train Layout for Loralei

(Continued from page 7.)

Making the Removable Table Legs

- Purchase a 10 foot section of 2" x 3" vinyl downspout for legs – cut to the necessary lengths for the four legs and paint – ours were about 21" long
- I used 2" x 4" rough cut cedar (1-3/4" x 3-3/4") for the leg attachments
- Cut a length of 20 to 24 inches to construct the four legs
- Rip the 2" x 4" to approximately 1-3/4" x 3-1/16"
- Bevel the edges to allow the downspout to be squeezed and slid onto the cedar post
- Use a section of the cut downspout to test during the beveling by squeezing the two 3" sides together and sliding the vinyl onto the leg; the vinyl should be snug so as not to slide off without squeezing the sides
- Cut the finished section into four equal legs, each 4" to 6" long
- Use scrap pieces of 3/16" paneling cut to fit the table corners for the leg attachment anchoring – make all the same pattern
- Drill three holes at each corner of each panel to later screw to the table corners
- Use the first panel as a pattern and drill the other three with holes in identical locations; if the leg posts need removal, they will fit any corner
- Place a cedar post onto the panel and drill a hole from the opposite side into the cedar post
- Screw the post to the panel and drill two more holes for screws
- Remove the single screw and use this panel as a pattern to locate identical holes in the other three panels
- Screw the cedar posts to the panels
- Screw the panels with posts to the four table corners



Securing the Track with Ballast

- An option is to ballast or secure the track that remains in place at one end
- Temporarily hold track in position by placing a dab of caulk under one end of several track ties
- I used chicken grit for ballast; one 4 pound bag was more than enough
- Ballast the outside edge of the outer rails first using 50/50 water and white glue
- Use heavy weights to hold the track down solidly to the table top
- After the first application dries completely, ballast the track on both sides of the center rail – this may be done after the wiring and other work is complete

Making the Trees

- (A discarded artificial Christmas tree was used to provide trees)
- Cut the end of a main branch with three or four minor branches
- Cut wood bases, drill a hole and glue tree branch to base
- Spray paint the wood base and bottom of the "tree trunk"
- Shape the tree "limbs" to the figure of trees



Building the Mountain and Tunnel

- Make the wood form using scrap material
- Use scrap pieces of 3/16" paneling for the tunnel entrances
- Staple screen material to the form leaving excess screen to form and shape the mountain
- Stuff foam and wadded newspaper between the wood form and the screen
- Slop on the usual paper soaked with hydrocal to the form
- When dry, slop on hydrocal to cover edges of paper and to add to other areas
- Paint with flat interior paint and cover with sawdust
- When dry, spray on 50/50 water-glue and sprinkle on ground foam or other material for highlighting
- Paint tunnel portals with flat paint and use a magic marker to lay in stonework



Finishing the Layout Surface

- Initially paint the foam surface with interior flat latex in the desired color
- Spray 50/50 water-glue on the surface and spread fine and coarse sawdust over the layout – be careful not to cover any rails
- I also spread other material purchased from Hobby Lobby on the surface
- Spray paint the new material and foam top to provide additional adhesion to the new material and “dye” the sawdust
- Use a Scotch-Brite® pad to scour the rails to remove any unwanted glue and paint



Exciting events were having Lorelei participate in the final touches to the layout and seeing the happy smile on her face when she was first able to run the train!

Any more great train stories from parents or grandparents involving children out there in LOTS Land? Please send them in and we will get the article in print for all to enjoy!

Women and Railroads During World War II *By Bruce Vincelette* (From the Internet)

The "war to end all wars" began when Hitler's army invaded Poland on September 1, 1939 and the world found itself embroiled in a Second World War. At the beginning of the war, America was content to sit back and watch the Allied Forces battle the Axis Powers. Americans did not desire to enter another world war that would take the lives of its men and boys. After suffering through the Depression and World War I, peace was what they really wanted. Let the rest of the world solve its own problems.

As the Allies began losing more and more battles, and France fell under the weight of the German army, the United States government took notice, and rapidly accelerated their defense policy. The mobilization of troops and the economy had begun. Everything changed on December 7, 1941, the "day that shall live in infamy," when the Japanese attacked Pearl Harbor. The day after the attack, America declared war on the Axis Powers. Mobilization began in earnest as America readied itself for war.

The industry that would carry the lion's share of responsibility for achieving war readiness was the railroads. One unrecognized group of people that greatly contributed to this mobilization effort by the railroads was the America's women. Women filled the gaps left in the workplace by the men who went off to fight. Women fulfilled their patriotic duty by fighting the war on the home front.

The involvement of the railroads in World War II started even before Pearl Harbor. On March 11, 1941, America implemented its Lend Lease program, in which equipment, including that of the railroads, was sent to the aid of the Allies. Russia alone received 1,900 steam engines and 50 diesel engines. After the declaration of war by the United States, the burden placed on the railroads grew. During mobilization, the railroads were called upon to transport the troops as well as military equipment heading overseas. They were also called upon to operate several small lines used on military bases and installations. By the end of the war, the railroads had moved 91% of all military freight within the country and 98% of all military personnel. In addition to the military, they also had to deal with growing civilian traffic, especially in the east. Due to the rationing of rubber and gasoline, civilians were using the railways for transportation instead of cars.

Railroad passenger traffic rose dramatically from 425,921,000 riders in 1940 to 910,295,000 in 1944. In addition to the passenger and military traffic, railroads were handling burgeoning amounts of freight. More and more freight businesses turned to the railways because the presence of German submarines in the Atlantic had disrupted the flow of goods transported by ship through the Panama Canal and along coastal shipping lanes between Texas and New England. Because of the war, revenue freight tonnage on the railroads went from 1.8 billion tons in 1940 to 3 billion tons in 1943.

That the railroads would handle these increased demands was vital. What they could accomplish would affect both America's degree of readiness for the war, as well as its effectiveness. In the beginning, the railroads felt prepared for this heavy burden. Although railroad employees started to join the U. S. fighting forces in large numbers, the companies were initially not concerned. The Depression had left a large group of unemployed men they thought they could tap into. It was when these men also left for the war in large numbers that the railroad companies began to realize that they would have to draw on personnel resources seldom used before - women and ethnic minorities.

Even though by the end of the war, 351,000 of their employees had joined the war effort, the workforce of the railroad companies actually increased from 1,140,000 in 1941 to 1,420,000 in 1945 through the hiring of women and minorities. The hiring of women by the railroads was not unprecedented.

Susan Morningstar, working for the Baltimore & Ohio in 1855, is one of the first women on record employed by a railroad. At that time, the few women employed by the railroads were mostly delegated cleaning duties. A few were assigned clerical work. Women were also sometimes used in advertising campaigns for the railroads, such as the famous Phoebe Snow depicted in the Lackawanna Railroad publicity posters. However, women were generally portrayed as railroad passengers, rarely as workers. Women were employed to some extent by the railroads during World War I to replace the men who had gone off to fight. The men returned to their railroad jobs after the war. It wasn't until World War II that the place of women in railroading would change.

One way in which World War II changed the status of women in railroading was that women were employed by the railroads in record numbers, not only in America but in England as well. Because women workers were not reported separately by the railroads before World War II, their pre-war number can only be estimated at about 40,000. The number of female employees increased rapidly during the war until 1945 when it is documented that about 116,000 women were working on the railroads. It is not surprising to find that companies like the Pennsylvania Railroad, serving highly industrialized areas, placed an unusually large number of women into jobs normally performed by men. Before the United States joined the war, the PRR employed approximately 1,300 women. In July 1943, the number of PRR female employees was about 20,000. The railroads and other industries vigorously recruited large numbers of additional women workers from mid-1943 until nearly the end of the war. Patriotic advertisements were used showing women as "fighting" on the home front, helping their boys overseas. Women workers in America's industries were nicknamed "Rosie the Riveter."

At the beginning of the war, women accounted for 25% of the total working population of the United States. In 1945, 36% of the American labor force consisted of females. The number of women employees of the railroads, and industry in general, dropped off as the war came to a close. The number of female employees reported for the third quarter 1944 on Class I railroads decreased. However, because the total number of workers also declined, the percentage of women employed by the railroads actually rose a little, to 8.2%. As in World War I, when the troops returned home, many women quit or were laid off so the men could have their jobs back. Where the situation following World War II was different, however, was in the fact that many more women retained their jobs after the war ended.

The American Council of Railroad Women was established in 1944 to help the large number of women that were hired by the railroads. Women formed this group to provide mutual support and give women railroad workers a voice in the issues of the day. Over the years, the Council has grown into an international organization, reflecting the railroad industry's history and the women who helped make it. The American Council of Railroad Women today fulfills its original mission while promoting career development opportunities for women in the rail industry.

During the war, women were found in the majority of railroad positions. In addition to performing cleaning and clerical jobs, women were employed as telegraphers, yardmen, shop workers and trainmen, just to name a few. As the war continued on, women were entrusted with heavier and more sophisticated work. By April 24, 1943, the Pennsylvania Railroad had 20 women regularly employed as yard brakemen along the Philadelphia waterfront. Commuter lines especially relied on women workers during World War II. On the Long Island Railroad, the women who worked as trainmen were nicknamed "Wheels" by the New York commuters.

Women employees efficiently performed the reclamation of scrap and maintenance of way and structure tasks. In January 1943, there were 745 women employed in maintenance of way jobs by Class I railroads, their numbers increasing to 3,027 in October of that same year. Women were used for the first time as public address system announcers at Pennsylvania Station in New York. Many people considered women's voices an improvement because they were an octave higher than men's and their enunciation much clearer. In the words of a writer to the New York Times: One thing I find, however, infinitely improved in railroad passenger operations because of the war and that is the loudspeaker announcement of trains by women. The clear, careful, syllable perfect announcements at the Pennsylvania Station nowadays are a cause for public satisfaction. One can only hope that the women will be kept on after the war in the name of public service and not dismissed out of any misguided sympathy for those

word-swallowing, bored males of yesteryear whom they succeeded in the crisis.

Female models were employed to advertise the virtues of passenger train travel in post-war 1950s. Replacing men with women in the workplace during World War II changed a lot of things, including perceptions of women, railroading and work. Before the war, it was not socially acceptable for married women to work, most especially in transportation. The railroad magazines published before the war mention female employees that married invariably left the workplace. During World War II, however, working married women were seen as fighting on the home front, helping their husbands and other men who were overseas. The war proved to many females, married or single, that they could hold down a fulltime job while fulfilling their responsibilities at home. It also proved what women could accomplish as railroad workers, performing the majority of jobs equally as well as men. In addition to improving women's job opportunities, World War II changed the basic age group of female employees. Before the war, unmarried females between the ages of 20 and 24 were most often employed. During the war, however, married women between the ages of 14 and 19, and above 45, were especially utilized.

World War II also changed the perceptions men held of women in the workplace and as railroad employees. As the war broke out and railroad workers started to leave their jobs, many companies were wary of hiring women to take the place of men. Company officials doubted whether women could do the jobs well enough to merit hiring them. Their worries, however, proved unfounded. Women performed extremely well and sometimes far above expectations. In the words of a Lackawanna Roadroad official, "We had women in the roundhouses, in the yards and in the offices. They did [darn] good work." As women gradually became accepted on the job, so did the principle of equal pay. If a woman could do a job equally as well as a man, they ought to be paid the same amount. Railroad companies were still reluctant, however, to grant women seniority. They preferred to give the men returning from the war their jobs back.

Women contributed greatly to the war effort when they took the place of men in the railroads. In the end, it was the industrial might of the United States, safe from the ravages of fighting and with its railway network intact, that decided the victor of the Second World War. Women were a significant part of this nation's industrial and railroad might.

After the war, many women decided to stay in the railroading business. They laid the groundwork for successive women to find their own place in the railroads. Today, women are becoming an increasing presence on the railways and are making their positive mark in the industry. These women owe their jobs to the women of World War II who joined the battle on the home front, and won.

Tennessee Aquarium Car Order Form

FIRST COME, FIRST SERVED! - ORDER YOUR CARS TODAY!

To commemorate the 30th Anniversary Celebration of LOTS in Chattanooga, TN, we are offering a Tennessee Aquarium Car. Never before has Lionel produced an Aquarium Car as striking as the LOTS 30th Anniversary Tennessee Aquarium Car. The fish you see in the rotating and stationary strips are actual photos of some of the most fascinating fresh water fish found in the Tennessee Valley.

Our very own LOTS Member and employee of the Tennessee Aquarium, Rob Mottice has assisted us in the creation of what we believe will be one of the finest aquarium cars ever produced!

This spectacular car is 10 1/2" long and features die-cast metal trucks, operating couplers and frame, a powerful maintenance-free motor with on/off switch, interior illumination, and operates on O-27 curves. These striking cars will make an impressive addition to any layout! **Don't miss out. Order yours today! Once they are gone, they're gone!**



Graphics may vary slightly from those shown.

Anticipated shipping date – February 2010 or when they arrive from Lionel!

If your address changes, please notify the business office immediately!

Please complete the following information.

QUANTITY DESIRED: Tennessee Aquarium Car (Limit 6) _____ x \$75.00 \$ _____

SALES TAX: Michigan residents must add 6% sales tax _____ x \$ 4.50 \$ _____

SHIPPING: (\$9.00 for 1st car, \$4.00 each car thereafter. Maximum \$21.00 for lower 48 states) \$ _____

POSTAL SURCHARGE: Canadian residents – add \$10 **per car**. Alaskan and \$ _____

Hawaiian residents – add \$10 **per car**. All other foreign members – add \$20 **per car**.

TOTAL AMOUNT DUE: \$ _____

Type of Payment (U.S. Funds Only): Check # _____ Money Order Visa Mastercard Discover

If check or money order, make remittance in correct amount payable to "LOTS" (U.S. dollars only). All payments will be processed upon receipt, not when shipped. All orders are final - no refunds will be issued.

Credit card number: _____ Expiration Date: _____ CVV #: _____

Name on card (please print): _____ Signature: _____

By my signature, I authorize LOTS to charge my credit card account for the amount indicated above.

Shipping Address: (No P.O. Boxes please) _____ **The address below is NOT the same as my Switcher mailing address!**

Name: _____ Member Number (must be included): _____

Street (No P.O. Boxes): _____ E-mail : _____

City: _____ State: _____ Zip: _____ Phone No: _____

**Orders accepted online at www.lots-trains.org, by FAX at 866-286-6416 or mail your order to:
LOTS – 2009 Aquarium Car Order, 6376 W Fork Road, Cincinnati, OH 45247-5704**

New LOTS Members Listing

With the LOTS *Roster* on the Club's web site, we'll only list new Members' name and city.
Welcome aboard and we'll continue to regularly list new LOTS Members in *SWITCHER*.

RM 7599 ROSS J. MACKÉ CARLISLE, PA	RM 7608 BILL MURPHY SKOKIE, IL	RM 7617 ROGER E. SEGAR CLEVELAND, TN
RM 7600 MICHAEL CAMBERDELLA BROADWAY, VA	RM 7609 JAMES O. CLEGHORN MONTGOMERY, AL	RM 7618 JEFFERY CORRICK NEW YORK, NY
RM 7601 VINNY SIMONE SHIRLEY, NY	RM 7610 DOUGLAS C. HODGE NEW MARKET, MD	RM 7619 BOB HASLETT DECATUR, GA
RM 7602 LARRY KOLAR ACWORTH, GA	RM 7611 RONALD GRZESIAK ORLANDO, FL	RM 7620 BRYAN HARRIS ORLANDO, FL
RM 7603 ROBERT MICHELY NAPERVILLE, IL	RM 7612 CLARK MACAULAY MARIETTA, GA	RM 7621 JONATHAN WISMANN DILLSBORO, IN
RM 7604 I. EMMETT BURNETT, JR. TERRYTOWN, LA	RM 7613 RICHARD E. TREMBLEY UNION BEACH, NJ	RM 7622 RONALD BASSINGER BIRMINGHAM, AL
RM 7605 ROBERT W. HENSELER OAKDALE, CT	RM 7614 PETER PUCAK, JR. CLARENCE, NY	RM 7623 ANDY SAVOIE HOOKSET, NH
RM 7606 JOHN D. SEWELL GRAYSON, KY	RM 7615 ROBERT BAUER OOLTEWAH, TN	RM 7624 ROBERT ABLERTS MT. STERLING, OH
RM 7607 EDWARD JACOBSON RENO, NV	RM 7616 GERALD E. HOLMES CHATTANOOGA, TN	

2009 LOTS Election Results

The club is grateful to all the candidates who offered their services to LOTS by running in this election. Every time, LOTS is fortunate to have an excellent slate of candidates volunteering for each office, and this in turn results in the club enjoying the leadership of some very talented and capable individuals. A hearty "thank you" also to the Members who voted in this election. Once again, LOTS Members' percentage turnout for this election was better than any other national train club can boast. All of us in LOTS are proud and happy to be able to serve such a great group of train enthusiasts.

Mike Solly, Elections Chair

President

Herb Kern 319
Cris Matuszak 391

Vice President

John Clinton 67
Ralph Knelly 264
Ed Mazur 314
Pete Slater 64

Secretary/Treasurer

Tom Bromstrup 271
Wayne Gatzke 111
Phil Howe 326
Write-In – Robert Becker, RM 5339

Railroad Dining Cars

By Ed Mazur, RM 3123

Railroad dining cars, especially during the glory years of passenger transport, were among the most distinguished and ornate features of trains. Dinner in the diner of any railway gave a certain leisurely experience that cannot be duplicated with fine foods on an airliner or in a stopover at an interstate restaurant during a lengthy trip by automobile.



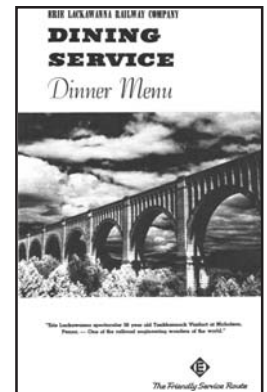
As a boy who traveled with his parents by rail to both the east and west coasts, and as a college student who traveled from Chicago to central Illinois, I remember the sound of chimes that traditionally became "First Call for Dinner" in the dining car.

Traveling across the USA by train became an exciting and informative experience as soon as the first transcontinental link was completed in 1869. Throughout much of the 20th century, a train journey retained much of the excitement and adventure that it did when the "Iron Horse" initially began its treks across the continent. For those who attend LOTS Conventions, a train ride is one of the most important reasons,

second only to good fellowship, for traveling from far distances to the LOTS Convention sites.

Of all the fine cars in a train's consist – baggage, Pullmans, vista domes, observations – for many travelers the most memorable part of the journey was dinner in the diner. The diner was the center of the train's life. The steady hum of conversation mixed with the rich aromas of fine cooking in an atmosphere of elegance characterized the dining car. In this environment, the passenger was treated like royalty while enjoying familiar and exotic cuisines.

Railroads took pride in their dining car menus. Many railroads produced dishes related to the territories they served thus adding to the pleasure of the journeys as well as appeasing the hungry travelers. Dining car recipes evolved through years of experience with travelers' appetites as well as the technical development of the dining car to the point in the 20th century where it became a swank restaurant on passenger trucks.



The 20th century diner was heated, air-conditioned, had comfortable seating, pleasant decor, colorful lighting, stainless steel cooking facilities and refrigeration.

This was not always the situation. Early rail travelers encountered many problems when they sought to satisfy their hunger during trips. Travelers during the first part of the 19th century frequently changed cars because most roads were relatively short during the pre-merger era. Trips of any sizeable distance meant either a delay in the trip or stopping at depots to eat.



George M. Pullman is generally credited with developing the first railway dining car. In 1867, Pullman introduced a “hotel car” that combined a sleeping and eating facility. One end of the car contained a kitchen and tables that at mealtime could be set between the seats. The crew for the car included a cook and a porter who doubled as a waiter. The initial hotel car named “The President” debuted on the Great Western Railway (later part of the Canadian National) on a highly publicized excursion between Chicago and New York City. Dinner cost 50 cents and the menu consisted of oysters, cold and broiled meats, eggs, Welsh Rarebit, coffee, and tea. The reception was very positive and led to the manufacturing of two similar cars, “Western World” and “Kalamazoo,” that were operated by the Michigan Central (later absorbed by the New York Central).

In 1868, Pullman built a “restaurant car” that eliminated the sleeping facilities and was devoted exclusively to serving food. This car was named “Delmonico” after the famous New York restaurateur and was ordered by the Chicago, Alton and St. Louis Railroad (later absorbed by the Gulf, Mobile and Ohio). Between Chicago and St. Louis, the price for a meal was \$1.00 – expensive for the 19th century.

Prior to Pullman, “meals” were served on trains. On January 10, 1853, a Baltimore and Ohio train going from Baltimore to Wheeling, Virginia (now West Virginia) had a car with tables and benches and travelers ate food prepared by a caterer before the journey.

In 1855, on an excursion from Alexandria to Culpepper Court House, Virginia, on the Orange and Alexandria Railroad (later absorbed by the Southern Railroad), a baggage car was converted into a lunchroom for the trip.

Although most early experiments with serving foods were on excursions, attempts were made to serve the hunger pangs of revenue passengers. In the early 1860s, there were “eating” cars on regularly scheduled passenger trains used on the Philadelphia, Wilmington, and Baltimore Railroad (later absorbed into the Pennsylvania Railroad). These cars were remodeled day coaches fitted with an “eating bar” and other fixtures found in a first-class restaurant. However, the food was prepared at terminal stations or restaurants near depots and loaded onto the cars just before the trains departed.

By 1872, the rail trip from New York to San Francisco was a seven-day journey if one did not stop en-route. Dining cars became a popular attraction and according to travelers’ accounts these cars were “... as neat, as nicely fitted, as trim and cleanly, as though Delmonico had furnished it...so perfect is the ventilation that there is not even the faintest odor of cooking.... You sit at little tables which comfortably accommodate four persons; you order your breakfast, dinner, or supper, from a bill of fare which contains a quite surprising number of dishes, and you eat from snow-white linen and neat dishes, admirably cooked food and pay a moderate price.”

In 1876, Frederick H. Harvey convinced the Santa Fe Railroad to allow him to furnish all eating facilities along the line’s routes in the Southwest. He was so successful that within a short time, Harvey was hired to manage the entire Santa Fe dining car department.

(Continued on page 16.)

Railroad Dining Cars

(Continued from page 15.)

In 1878, the Rock Island Railroad advertised “the only line of dining and restaurant cars in the United States with an elegant smoking salon” on their Chicago to Omaha and return line.

In 1883, the Southern Pacific diner, the “Del Monte” cost \$15,000 – a large sum for its day for a car that was 70 feet long or approximately 40 percent longer than contemporary diners.

Dining cars of this era were elaborately decorated with gold leaf, veneer panels, heavy carpeting, and stained glass windows. The interiors frequently had large potted plants along with highly polished brass oil lamps that were suspended from heavy chandeliers.

Prior to the development of dining cars there were few reasons to walk from car to car on a train. As more passengers patronized dining cars and since coaches were open-ended wooden conveyances it became extremely hazardous for a passenger to make his way to the diner from a coach. By April 1887, H. H. Sessions of the Pullman Company invented vestibule cars that were initially used on the Pennsylvania Railroad but soon became standard equipment on all railroads.

In 1898, the Illinois Central introduced “café cars” – composite baggage, smoking, café and parlor cars that were 72 feet six inches long and equipped with 16 wheels. Built by Pullman, they cost \$11,386 each. Light came from gas lamps, which had replaced oil lamps.



Buffet cars used extensively by railroads in the 1950s and 1960s appeared as innovations to many but actually had predecessors in the nineteenth century.

In 1904, the Pere Marquette Railroad served meals in the baggage car as an accommodation to summer vacationers taking excursions from Chicago. Lunch counter cars were introduced on the Southern Pacific in 1912 and on the “Pennsy” in 1913.

Gradually, the ornate finery of dining cars gave way to simpler furnishings and décor and more emphasis was placed on seating capacity and operating efficiency. Diners also increased in size over time. During the 1920s, standard diners were 77 feet long and designed for 36 passengers. The chef, with two assistants and a dishwasher, worked in a kitchen of approximately 30 square feet.



By the 1960s, diners had developed into three-car complexes composed of a kitchen car flanked by two dining cars, each of which also contained a lounge. Typical units measured 204 feet long and accommodated eighty-four passengers. The price tag of these units was in the range of \$250,000. Dining consists had a staff of eleven that included a steward, the chef, three assistant cooks, and six waiters.



During the 1960s, single dining cars were developed for shorter trips. Snack cars with limited menus and automatic cars selling food from machines were placed on many trains that formerly featured complete dining service.



Dining car food prices averaged two to three times the cost of similar meals in conventional restaurants. Diners depended on a limited number of patrons and did not have access to the constant flow of traffic available to a restaurant on a public street.

Railroads began losing money on dining car operations after World War I. To compete, over time, railroads experimented with pre-cooked meals for short runs, meal coupons, meal tickets, and vending machines. Some railroads simply chalked up losses to maintaining good public relations.

Although most railroads found it preferable to do all cooking and baking in dining car kitchens, many lines utilized commissaries to prepare special items such as plum pudding, fancy cakes, and pies. Commissaries were developed to store meats, fish, perishables, and staples; they became the headquarters of the supervising chef or dining car manager. They provided the place for accounting, purchasing, and menu planning. Most commissaries were located at terminal points on the railroad's system so that after each trip dining cars could be cleaned, loaded with provisions, and furnished with fresh linens.

Railroad chefs developed intense pride in their menus and recipes. Some chefs joined railroads after earning outstanding reputations in leading American and European hotels. Railroads went to elaborate lengths to train personnel. Safety and sanitation standards were given very careful attention and new recipes were tested in experimental kitchens before being offered to the public.

In previous and future issues of *SWITCHER*, I will be sharing with LOTS Members some of the

classic recipes that hopefully will remind us of a time when train travelers responded to the invitation of "First Call for Dinner" as the waiter marched down the rail car's aisles with his magical chimes, and will be able, in some measure, to recapture the pleasure of eating aboard those gone but not forgotten "dining rooms on wheels."

Among the railroad recipes are those from the Santa Fe, and the Baltimore and Ohio which have already been published, followed by the Canadian National, the Chesapeake and Ohio, the Chicago, Burlington and Quincy, the Chicago, Rock Island and Pacific, the Great Northern, the Illinois Central, the Louisville and Nashville, the Missouri-Kansas-Texas, the Missouri-Pacific, the Monon, the New York Central, the Northern Pacific, the Pennsylvania Railroad, the Seaboard Air Line Railroad, the Southern Pacific, the Texas and Pacific and the Western Pacific.

As the late, great Chef and intelligence officer of the Office of Strategic Services (forerunner of the CIA) Julia Child would say, **"bon appetit!"**

50 Ideas for 50 Cents

By Jim Steed, RM 7030

All these ideas are on my layout that LOTS Members who came to the tour that included a visit to The Great Georgia Central and Southern RR during the Chattanooga Convention saw in July. I've put together this piece that has numerous ideas for detailing your layout for 50 cents...or whatever. All these ideas are virtually free and are most likely lying around the house. Here goes:

- A popsicle stick's ends cut off at 3/4 inch and painted grey make great tombstones.
- The middle 2 inches can then become "lumber" in a truck or for a platform.
- A pull ring plug out of a milk carton makes a great roof ventilator for a factory or restaurant. Spray paint to choice, of course.
- Cotton smeared in the fireplace black soot makes great "smoke" coming out of a factory smokestack. Glue on top of stack.
- A bathroom toilet roll (empty) stood upright with a paper conical cone glued to the top makes a great farm silo.
- A BIC® razor blade cover, painted brown, makes a great station / freight house "bench". Place O scale figures on it, sitting down of course. Looks just like a bench made from 2x12 lumber.
- The BIC® handle can then be used for a smokestack too, sized to correct height. I have also used the "orange" handle to support a "Gulf" gasoline service station sign at the Gulf station.
- Refrigerator magnet signs can be used as well.
- Expended 38 or 45 caliber shells, painted black, make great small factory smokestacks or high rise roof vents.
- Water faucet O-rings make good "inner tubes" for a swimming pool / lake / river.
- A refrigerator storage container "lid" makes a great swimming pool. Be sure to paint the recessed top of the lid a dark blue.
- Also, you can lean the tires (O-rings) on the fence or wall at the Gulf station. Looks like old "tires", as every station has.
- A drop of hot glue can make people stand straight and tall. (Just a dot will do.) Then if you want to move the figure, a snap of the figure breaks it away. A 'flick' of the glue dot with your fingernail, and presto, no harm done to your structure. Works every time, and you don't have to purchase "Glue Dot".
- When you have a convertible auto with no driver, perform surgery to remove the top half of the body and glue to the driver's seat. Don't discard the legs. Put them under the front end of an auto being worked on back at the Gulf Station. Looks like the mechanic is changing the oil.
- At the train meet, look for the HO tables, and look for an HO scale (locomotive) water tank. Hopefully it is missing the spout, and is therefore at a cheaper ("junkier") price. The HO water tower will look great as a fresh water tower on top of your "high rise" office / apartment building. The smaller HO scale then looks great.
- Thrift shops have great toy deals. Go to the toy room, and rummage through the "toy box". You'll find correct scale automobiles / trucks to use or further kitbash for 5-10 cents each.

- While you're at the Thrift shop/toy room, look for old really broken vehicle toys. Look for the tires/wheels that would match O gauge. The tires can be removed from the toy and used as items in back of pick up trucks, or on platforms, or at the local "Goodyear" store.
- For those who don't have computers and want, say, a Goodyear Tire logo for a building front, just go to the local Goodyear store and ask for their business card. The logo will most often be right on the card.
- Birthday "cake decorating" figures are most always O scale. Look for them at "parties", and ask the host for them. They come in Baseball players, football, and animals. They work well, and the party host will always, most likely, be honored for their items to land on your layout.
- I've used swizzle sticks (palm trees) and bar/drink decorations (umbrellas) on the layout too.
- Peachtree City, in my area, is famous for golf. Their icon/logo is a golf cart. They put a clock in the golf cart and give it away as a souvenir. Guess where those golf carts landed. Yep, on the Lionelville golf course, of course.
- When Gayle recovered from surgery, they gave her a "breathalyzer" to get her breathing and lungs back in order. Guess what. With a few pipes (made from left over sprues), some junker ladders and other plastic throwaways, it becomes a (rounded) chemical storage tank / silo.
- A golf ball sleeve/carton makes an excellent semi trailer. Just add junker wheels or even buttons for tires. Add small rods of plastic/wood for landing gear, and paint.
- The "large" used match stems make great "fencing" or guard rails.
- Christmas tree light "plastic" holding packaging material can be clipped/cut/sheered/surgically altered to become "fencing". Paint Lionel green, and it looks great around a station.
- Turn upside down a fanciful wooden wine bottle box, paint and model to choice. Makes a great factory.
- A round plastic Tyvek® material hold down button makes a wonderful satellite dish. Just add a support pole, paint as desired and glue in place.
- Office "stress balls" come in various varieties. I've even got several in yellow taxi cab styles.
- Look for key rings. Various icons will appear. I've got a Rock City bird house on the layout. Take away the ring and put up on a pole. There you have it.
- Speaking of birdhouses, look for old bird houses, or new ones at the craft store. Usually for a dollar. You can add red and black paint and inscribe the words SEE ROCK CITY on the roof.
- Banks and real estate offices will have cardboard "office buildings" resembling their building, etc., placed on desks or reception areas. These buildings/icons are usually O scale. Ask the manager for one. Great advertisement.
- Animal cracker boxes make good circus wagons. They even provide colorful wheels folded under the box. Fold and glue. Looks great at the Flyer or other circus tent.
- Clorox bottle caps make great roof / AC machinery. Spray paint buff grey/black, glue to roof.
- One inch by one inch "trim" cut to various sizes makes crates at the station. Take a pencil and scribe lines to replicate boards/planks. Dot to make nail heads.
- Empty fax spools make good smoke stacks (if you still have a thermal fax!).
- Table legs from the craft store, turned upside down, make good smokestacks too. Paint terra cotta, for that brick look.

(Continued on page 20.)

50 Ideas for 50 Cents (Continued from page 19.)

- Florist flower "plastic stem holders" that support stem flowers upright painted silver makes great piping.
- Then, use a child's pony tail band (sprayed black) to hold/support piping on car or platform.
- Hearing aid batteries spray-painted black make great burglary alarms on building fronts. Also looks like a vent on roofs, painted appropriately.
- Find a dinosaur in the kid's box. Spray paint green, and put it on the roof of your Sinclair (Dino) gasoline station. One really exists on Route 66.
- Sponge packing material can be used for a foundation "look" to lift those Plasticville buildings up.
- Beads, painted cream, on large match sticks make good street lamps.
- Tea light candle "wick weights" look exactly like the old factory gooseneck lamp "globes." Just run appropriate size wire through it, bend to form the goose neck shape, and paint green.
- Use your mother's "old" Christmas light bulbs on your 12 volt system. They are really 15 volt bulbs and last a long time. (15 volts times eight equates to about 120 volts in series. Try it, it works.)
- You can cut construction paper to make "clothing" to hang on an outside cloth line. Makes great awning material too.
- Old cigarette packs make great "roadhouse" wall/billboard material.
- Ask your florist friend for their "plastic floral scraps" off the floor to be discarded. Spray paint as appropriate for trees and shrubby.
- I used a kid's PEZ[®] dispenser as an icon at the circus.
- Fancy Motel wooden bathroom "soap/cream" counter display holders can make great fences/dam structures to hold back the landscape in a ravine or track cut through a hill.
- An old cookie tin can make a good building if it has the right characteristics.
- A One A Day[®] vitamin box can make a great building/filling station. Model as appropriate. (The back becomes the front.)
- My Plasticville airport was filled with airplanes from Wal-Mart toy section. \$1.98 each. They all look great in the WWII vintage scheme.
- Throwaway Christmas decorations, especially snowmen, look great in the Christmas scene in Lionelville.
- Used paint brush handles (round) make great logs, stained or painted as desired.
- Take the "typical" cream colored "earplug" for civilian use, found at CVS pharmacy, health counters, etc. It is round and looks exactly like a 55 gallon metal barrel when painted grey, silver, or blue. With a fine tip pen, scribe black "rings" around the sides for bands, maybe dot/place a "bung hole cap" as appropriate on the top/side, and finish off with a white label or a red diamond warning label. It is light in weight so a dab of hot glue will hold it down on a platform or truck bed.
- The "orange" industrial OSHA approved earplugs can be used "as is" on a more "modern" layout. Cut the neck strap off of each plug. Take a look. It then looks exactly like an orange "warning/hazard" cone as seen on the streets and highways warning motorists of danger around construction sites.

Cement Truck Inspired by a LOTS Convention

By Herb Kern, RM 868

In the write-up for the 2007 Portland Convention (October 2007 issue), I mentioned that I had seen a tractor-trailer cement truck and that “I wanted one” for my layout! Well, it took me a while, but here it is!

A friend found me a Tootsie Toy cement truck. Eventually I found a decent looking tractor-trailer to be the basis of the unit. It took a fair amount of cutting and grinding, but I removed the trailer’s entire lower bed and cut up the metal mixer to fit. By the way, “Kern-Struction” is the name of my real business. I also have a “cement mixer” although he usually complains when he has to do the mixing.



Special Car Offer to LOTS Members

By Al Schwartz, RM 1732



(Computer Generated Prototype. Graphics may differ slightly from above – track not included)

The Railroad Museum of Long Island (RMLI) is proud to announce a Lionel commemorative car representing a mode of freight transportation (right photo) that was a common sight on Long Island in the 20th Century.



Production of this car is limited only to those who purchase this car in advance. Funds raised from the profits of the sale of this car will go to the upkeep of the RMLI.

During the 1970's the Defense Contractors on Long Island had to diversify to control their overhead costs. Many decided to do this by taking on commercial contracts. Republic Aviation, which became Fairchild Hiller, contracted with the Boeing Corporation to fabricate parts for the 747 wings. These parts would travel by rail from the plant in Farmingdale, NY to the Wing Final Assembly Plant and then on to Seattle WA, to be installed on the Boeing 747s.

This Lionel produced COFC (6-52498) in O-Gauge will have die-cast trucks and a paint scheme to represent the cars that left Farmingdale, NY. For more information visit www.RMLI.org.

VICE PRESIDENT'S COLUMN

Dear fellow LOTS Members, toy train enthusiasts, model railroaders, and friends – this is my first “Vice President’s Column”. Over many years, I have been an active contributor of articles and ideas to SWITCHER and LOTS. I have served as your Board Member and Board Chair. Now, I take office in a new position – that of YOUR Vice President.

First, I want to thank our former VP, Herb Kern, for his many years of dedication and service to the LOTS family. Herb deserves all of our thanks for his lead role in our fun-filled Annual Conventions over the past eight years. These are mighty big shoes to fill! During my tenure as your VP, I will draw on Herb’s expertise, knowledge, and creativity.

This has been an exciting year for our LOTS club. We have just finished a wonderful 30th Convention in Chattanooga, Tennessee. The hospitality, the activities, and the sights in the Volunteer State rated A-One! Our Convention in 2010 will be in Hartford, Connecticut and promises to be another week of enjoyment, entertainment, activities, and camaraderie. Please circle July 12-17 on your 2010 calendar and join with us in advancing and promoting the friendly and family oriented Lionel Operating Train Society.

The role of the Vice President is to chair YOUR Convention Committee, schedule and coordinate all Annual Conventions and LOTS train meets, secure the Annual Convention Car and any other commemorative issues, and perform such other duties as assigned to him by the President (Cris Matuszak, not Barack Obama – though if asked to promote our hobby by the gentleman in the Oval Office, I would not refuse). Any success that I may have over the next three years will be the result of guidance and assistance from our Officers, Board Members, Business Manager Paula Smith, and most importantly YOU – the 2,000 strong LOTS MEMBERSHIP.

We need your ideas and suggestions for future Convention sites, future offerings of cars (prototypical and non-prototypical), and other commemoratives, and activities. We are in office to serve you – our wonderful Members.

Our 2009 election returns indicate that almost twenty-five percent of our Membership voted. This is a very strong response, a much higher percentage than similar organizations have received, and to me is an indication of the degree of interest and satisfaction with the way LOTS operates – on behalf of YOU – OUR MEMBERS.

As the summer begins to wane (in Chicago as I write this it has not even started!) and our interest turns again to “choo-choo” and “diesel sounds”, I urge you to think of LOTS and share with us your suggestions, articles, and photos of our great toy train experiences.

Edward “Ed” Mazur, Vice President

Your Leadership Team would like to know how quickly the *SWITCHER* is being delivered to your mailbox. You can help by e-mailing the Editor with the date of arrival along with your city and state.

Please send your message to his address at **donctrains@aol.com**. Your assistance is greatly appreciated.

LOTS 2008 FINANCIAL ACTIVITY

INCOME

MEMBERSHIP

DUES	\$31,977.85
2 ND YEAR DUES	\$20,177.00
INITIATION & REINSTATEMENT FEES	<u>\$1,268.00</u>

\$53,422.85

POSTAL/OTHER SURCHARGES

\$3,411.00

CONVENTION CARS

\$111,603.08

CLUB MERCHANDISE

\$2,678.85

CONVENTIONS & MEETS

\$89,646.00

INTEREST INCOME

\$11,003.06

DONATION

\$131.81

MISCELLANEOUS

\$172.20

TOTAL INCOME

\$272,068.85

EXPENDITURES

OFFICERS

PRESIDENT \$1,139.43

VICE PRESIDENT \$1,792.53

SECRETARY/TREASURER \$1,568.59 \$4,500.55

DIRECTORS

\$3,986.34

ROSTER

\$521.51

SWITCHER

\$39,455.95

TRACK CHANGES

\$250.00

CONVENTION CARS

\$80,206.25

CONVENTIONS & MEETS

\$68,001.25

CLUB MERCHANDISE

\$1,388.04

OTHER EXPENSES

BANK & CREDIT CARD SERVICE CHARGES \$5,269.07

BUSINESS OFFICE EXPENSES & SUPPLIES \$23,981.85

INCOME TAXES \$1,702.00

INSURANCE \$2,451.00

LOTS WEB PAGE \$608.95

ADVERTISING \$7,424.29

RECRUITING EXPENSE \$2,105.62

MODULAR LAYOUT EXPENSE \$1,385.42

OTHER EXPENSES \$820.72 \$45,748.92

TOTAL EXPENSES

\$244,058.81

NET INCOME

\$28,010.04

PLUS ADJUSTMENT FOR PREPAID 2008 DUES

\$11,054.00

LESS PREPAID 2009 DUES

-\$10,088.50

ADJUSTED 2008 NET INCOME

\$28,975.54

I HAVE EXAMINED THE SUPPORTING FINANCIAL RECORDS AND FIND THIS REPORT TO BE A TRUE AND ACCURATE STATEMENT OF 2008 FINANCIAL ACTIVITIES.



THOMAS A. BROMSTRUP

DATE: 26 JUNE 2009

My Lionel Layout

By Jeff Corrick, RM 7618

My first "Train Room" (around 1961 or 62) was a 4 by 8 piece of plywood, held up by wrought iron legs, on the patio in my grandparents' back yard. It was covered by a tarp when it rained.

At that point in time I was in 1st or 2nd grade and pretty fascinated. There were locomotives and switchers that had belonged to my mother, tin buildings from an older cousin, and wooden houses, crossing signals, plus odds and ends from my grandfather's traffic safety displays. Also, I must add kudos to my great-uncle who would come to visit to teach me about electricity and show me how to wire accessories. I was probably the only 3rd grader in town who knew AC from DC and a hot from a common.

In 1968, we moved to new digs, and my trains got to move indoors, to a large gable on the 3rd floor of an 1888 Queen Anne. As a grown-up 7th grader by then, the new layout had two interlocking loops and two bumper tracks – as well as a bunch of new equipment from my ever-indulgent family.

Not far from my grandparents' house in Topeka lived "The Train Man." No, that wasn't his name – or even his business name – it was my clarion call: "You want to go see THE TRAIN MAN?" My eyes would light up like a 154 Crossing Signal, and my grandmother (who denied me little) would whisk me up to THE TRAIN MAN'S 2nd floor. He had a layout that seemed to go on forever – and what I was sure (at the time) were at least a hundred sidings that wound through a doorway and into a 2nd room – and on each siding a full eye-popping consist to warm the cockles of a prepubescent boy's heart. And of course, we never left THE TRAIN MAN'S lair without some new treasure clutched in my arms – and my grandmother grinning back as she tucked her BankAmericard or MasterCard back into her purse. A few months ago, I was digging through a beat-up old cardboard box of odds and ends of old train detritus and what should appear? A worn, smudged, slightly bent business card from The Train Man. I sat and just

stared at it for quite a while. Memories not just of the loot but of a long-past time when everything seemed simple and safe and... well... fun. And my trains still have a way of bringing me back to that time.

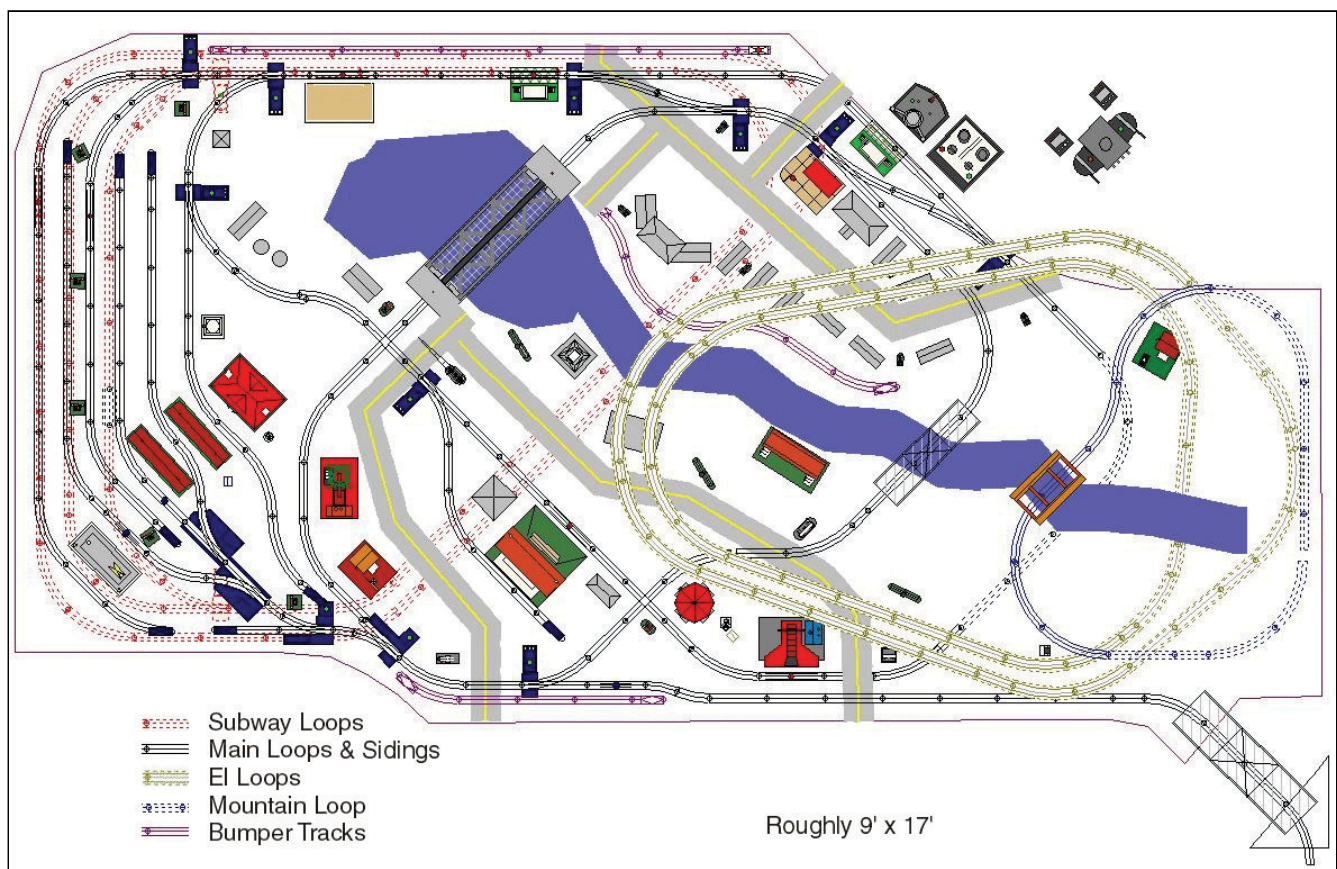
I grew up, got involved in other things, and my trains sat, mostly untouched, for the better part of 35 years.

I lost my partner of 20 years about 3 years ago. My parents, always wonderfully supportive and concerned, convinced me to come back home for a bit where they could look out for me as I tried to regroup and get my act together.

As it happened, my step-father had recently cleaned out his parents' home when they moved to assisted living. He had come home with boxes and boxes of old, prewar Lionel that had been his as a kid. Mine was still sitting in that dusty 3rd floor gable... Hmmmm I REALLY needed something to keep me occupied as I tried to dodge the blue gremlins of the depression thing. So I thought, what the heck. I'd always enjoyed tinkering. I could take my old Lionel stuff and fix it up, add in my step-dad's old stuff, and maybe put together a little layout in the basement. (The space on the 3rd floor could only be accessed on one's knees. THAT wasn't going to fly at age 49.)

I bought some layout-design software and went to work... 2 main loops, another up on a mountain... Oh, a subway loop would be cool too... And the 2 bumper car tracks... Add a couple of sidings for my extra engines... I should be able to whip that out in a couple of weeks.

Well, as shown in the schematic drawing at the top of the facing page, 3 years and WAY too much money later, the layout is now seven loops, four bumper tracks, real running waterfalls and rapids, over 2,500 feet of wire underneath, a couple dozen relays... 10 sidings... Well, you get the drift – it's gotten WAY out of hand. And I don't regret a moment or a dollar of it all.



The old trains, bizarre though it may seem to most folks, have a way of taking one outside of one's self. You can create a space of your own – a miniature world that's totally under your control. It's a world where nothing truly bad ever happens; where you can take the old, the worn, the crushed, broken or derelict, and with a bit of care, time, a soldering gun, and some spare parts, make them live again. Wouldn't it be great if the real world were like that?

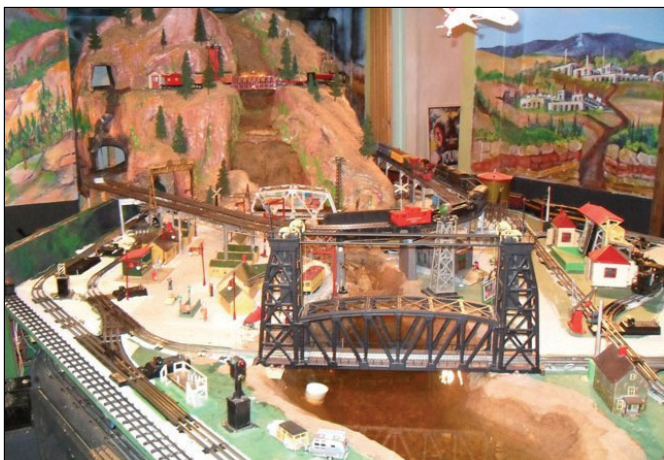
I would be remiss if I didn't give a shout-out to Bob. He's my closest friend in the world, and has been for nearly 30 years. And without the slightest interest in toy trains – and quite sure I was losing it – nonetheless, has spent countless hours crawling around under the board,

soldering, lying in fiberglass resin, tagging along with me to train events, cursing as he tried to work tiny springs into tinier doors. In short, he's been a bit of a saint. And the layout would have never progressed half as far as it has without his help, his forbearance, and his unending good-nature.

OK, I set out just to share a few pix of my layout and collection... (Yeah, yeah -- I had sworn I would never really collect, and now the shelves fill more wall space each month). And instead, as usual, got all verbose. I'll stop rambling. Enjoy the tour around the layout and the collection. Please keep in mind that my toy train layout (like most layouts of my fellow LOTS Members) is a work in progress.

Left is a photo of the main layout. The idea is to limit it to Lionel prior to 1969. Yes, there are a few accessories and a couple of cars that aren't right – but I don't have room for a Marx layout yet. And the lift bridge? So sue me – it was in the 1950 catalog – I say it counts. The track work and wiring are all done, so now I'm down to landscaping, grass, trees, roads and all that – which are not my forté... I'm much better at wiring it up than making it pretty. But hey, got to get this one finished so I can start on...

(Continued on page 26.)



My Lionel Layout

(Continued from page 25.)

The Mountain Loop

This is the one area of the layout that's pretty much finished. The cars in the consist on the loop were my step-dad's as a kid. I added the engine – one of my first (of WAY too many) eBay finds. Note in the photo at the bottom how the backdrop blends in with the layout to look like a vast mountain range.





The Super-O El

When I started all this, I didn't know Super-O even existed – so I did the whole layout out of my old O-27 track. Then I found some of my rolling stock just wouldn't make it through the old switches – so I ripped them all up and replaced them with new O-27 switches.

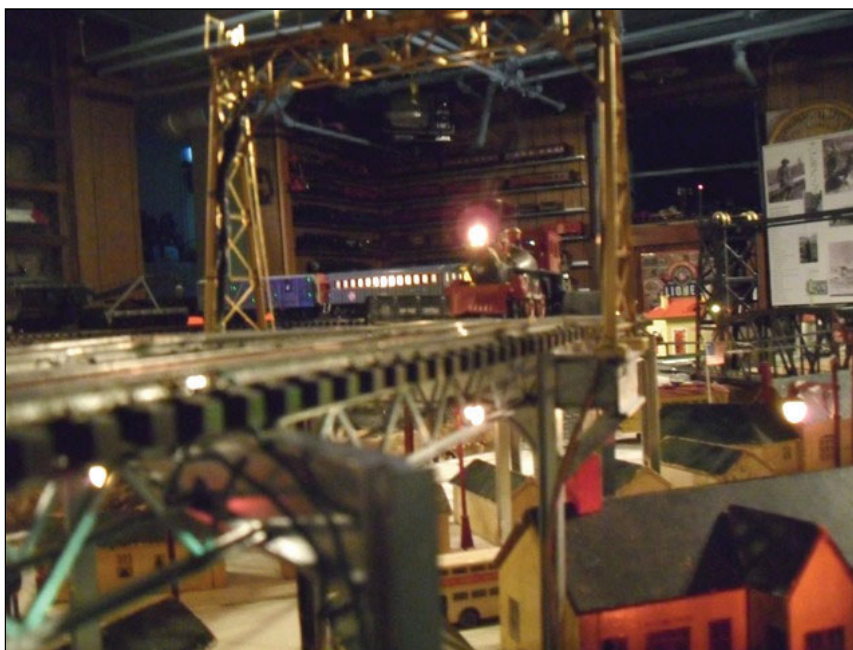
Then I bought the Class J Northern... I almost cried. Next arrival was the 2353 Warbonnet and Santa Fe Red Stripe set that pretty much settled things.

Everything got ripped up and replaced with vintage O-31 except for a couple of new O-31 turnouts. Yet another mistake... Soon the modern turnouts were replaced with vintage 022's. Live and learn, right?

Then I learned about Super O. Well, I wasn't up for ripping everything up yet again – but I did have a bunch of new (old) stuff I didn't have a place for on the layout... So I carved a couple of more tunnel portals in the mountain, and scratch-built a double-line El out of Plastruct girders. Glue, small plastic things and patience not being my strong suits, I nearly put a brick through it many times – and it's not perfect – but I was still pretty proud of it when it was finished. And I got some Super O on the layout!

Oh, and the Flying Yankee was the first really cool thing I bought as an adult. When it arrived, and I unpacked it... Well, yes, once again my eyes lit up like a 154 Crossing Signal and I was 12 years old again. It's SO cool!

(Continued on page 28.)



My Lionel Layout

(Continued from page 27.)

The Sidings

I hate leaving great trains hanging on the walls, so I've stuffed in about as many sidings as real estate would allow – these are the 6 in the train yards. There are 4 more scattered around where I had a few spare inches... The Lionel/Ives transition set headed by a 238E is one of my special favorites. I don't have the electronic control set working yet – but with a little more time...

The green passenger set headed by the 1666 was my mother's when she was a kid – and when it was passed along to me was one of the few engines I could count on to always run. The C&O 624 was always my 'go-to' engine as a youngster. No matter how bad my track work, how corroded the rails, how much voltage drop, it would faithfully make it around its designated loop. I'm an old softie, but I have a great affection for this pair. I have a bunch of stuff now that's more rare, more pricey, more impressive and in better shape. But these guys will always have their special spot on my layout – hey, they survived my childhood, and always came through – they deserve it.

And, below is the **Power Source and Controls** for the whole layout.



I have another wall of wooden shelves with pretty ordinary Lionel overflow -- but the fun stuff is in this corner. Top 2 shelves are my only modern era purchases. The Harry Potter set is because my partner was a big fan of the films – so it's in honor of him. The GG-1 and Madison heavyweights on shelf 2 are Williams I bought when I was just starting up again. They were priced right, look beautiful and run great, but for some reason, just didn't give me the kick the old stuff does. So they're on the wall until I have room for a modern era layout. The BEEP Engine holds a tiny wireless camera that broadcasts to the TV just above. It's kinda cool to see the layout from the engineer's POV...

Now the bottom 4 shelves (of the photo in the lower, right corner of the facing page...) <big smile>. Just LOVE the vintage scale stuff. There's some Walthers, All Nation, and Scale Craft down there. And an item or two that appear to be scratch-built. Alas, they won't begin to run on my O-31 tubular, so wait a BIG space with maybe some hand-spiked T-rail... (I already have ties and spikes...)

Other Stuff

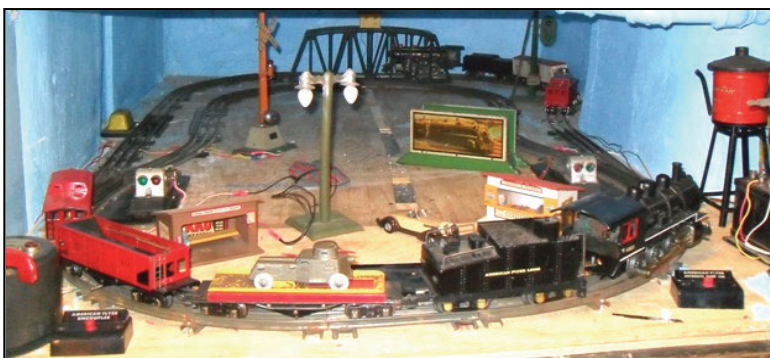
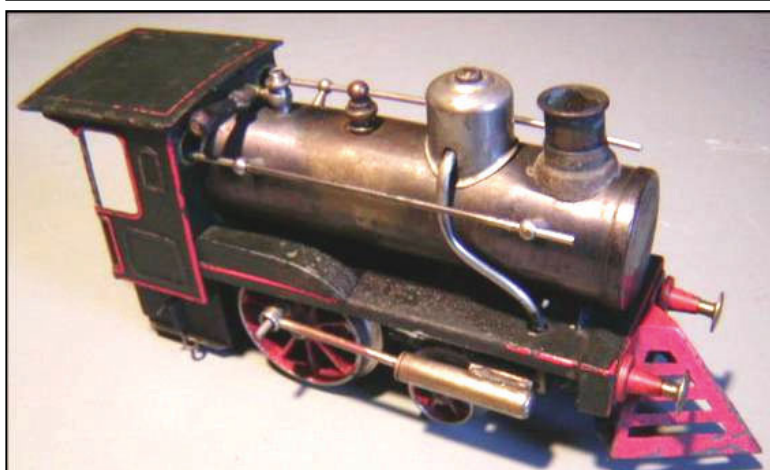
Recently, I've gotten into the old European stuff. While I can't afford most of it, I've managed to lay my hands on a bit of Bing, most of it on the shelves to the right... (It's the stuff on the front of the large shelf. Behind it is a die-cast AF passenger set. Above is a Marx New York Central set pulled by a Lionel postwar Dreyfuss. Below is a bunch of stuff waiting for a layout to call home – along with a REALLY cool early Bing transformer, with an antique Edison-style bulb evidently lowered voltage...

And my newest treasure – a 1907 Carette live steam engine... Once I get up the nerve to make a couple of minor repairs, she's going to happily boil and hiss her way around the tracks once more.

Well, I had to have SOME place to run my prewar AF stock... It's a large window ledge... A lot of work to do here yet...

OK, I'm strange – but the pride of my collection isn't even on the layout – or a train for that matter. It's the test unit to the right. I got it (for too much money) from a former Lionel employee – and it's pretty cherry. <big smile> And I use it every day I'm working on the trains. See? Beautiful AND functional! I've always enjoyed monkeying around with mechanical and electrical stuff. So it kind of floats my boat.

Thanks for visiting my layout and may all of my fellow LOTS Members enjoy the hobby as much as I do!



Club History and Information

The Lionel® Operating Train Society (LOTS) was founded in 1979 by Larry Keller (CM-1) of Cincinnati for the purpose of providing a national train club for operators of Lionel® trains and accessories. Our friendly band of model train enthusiasts is dedicated to having the most fun possible by operating and collecting those wonderful trains from yesteryear and today — Lionel! Yes, those fascinating milk cars, searchlight cars and Santa Fe diesels that you remember from the 40's and 50's are still out there, lovingly cared for by a new generation of hobbyists, as are the new versions being made by modern Lionel! Today, LOTS is an Ohio not-for-profit corporation and has been granted tax-exempt status by the IRS as a non-for-profit hobby club. As of June 2009, LOTS has about 2,000 active Members throughout the world.

The Members of LOTS are united by their love of toy trains by setting up and running their favorite engines and rolling stock on model layouts. Many have different interests: scenery, electronics, operations, lighting, accessories, repairing/restoring old trains, or even operating some of the fine related products from other O-gauge manufacturers, such as K-Line by Lionel, Atlas-O by Weaver, Williams by Bachmann, and MTH Electric Trains. The common denominator is fun! LOTS has no local chapters or divisions. Instead, small groups of LOTS Members may decide to get together informally to run trains on each other's layouts, build modular layouts, and share maintenance tips.

All Members are encouraged to attend our Annual Convention each year. Past Annual Conventions have featured LOTS of operating layouts (one owned by LOTS), toy train videos, modeling contests, maintenance clinics, Lionel LLC question and answer seminars, table sales of trains and train related merchandise, train drag races, home layout tours and special excursions. Club train meets are open to the public ensuring broad exposure to the pleasure of operating toy trains! **We plan great Conventions, so you can plan on having a GREAT TIME!**

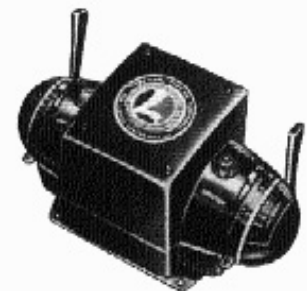
In conjunction with each of its Conventions, LOTS offers its Members an annual commemorative car. To date, most have been variations of Lionel® O gauge cars. The first cars issued from 1979 to 1987, were either over-stamped by silk-screening or professionally redecorated (stripped and repainted) by a non-Lionel company. Since 1988, our cars have been produced and decorated to LOTS specifications by Lionel. All are prototypical of a railroad or privately owned car seen or related to the Convention city. Cars are produced in limited quantities and are sold to Members only. **All LOTS cars have been sell-outs and are prized by operators and collectors.** In addition to an annual Convention car, LOTS has also offered other special commemorative issues available only to club Members. These offerings carry a prototypical or club theme to them that is displayed on model railroad equipment or accessories such as mint cars, aquarium cars, diesel engines, station platforms and lighted billboards.

LOTS has three publications: *SWITCHER*, a bi-monthly journal devoted to all aspects of Lionel® operating and collecting, an annual *Membership Roster*, and a periodic buy-sell-trade publication *Track Changes*. *SWITCHER* typically features operating tips and techniques, methods for layout construction and maintenance, building and modification projects, photographs, new product reports and reviews, and articles related to past and present prototypical railroads. In addition, *SWITCHER* includes important club information and news. Members entitled to receive the *SWITCHER* may request first-class mailing upon the payment of an annual postage surcharge. *Track Changes* and *Roster* are available online as well as in print upon the payment of a mailing surcharge.

LOTS offers three Membership categories. Regular Membership (RM) is open to all operators of Lionel® trains and accessories who are at least 18 years old. Junior Membership (JM) is open to all Lionel operators who are 17 or younger. Family Memberships (FM) are available only to the spouse and children (22 years old or younger) of Charter or Regular Members. **Regular and Junior Members receive or have access to all club publications.** Although neither Junior nor Family Members are entitled to vote on club issues, they may purchase all LOTS Convention cars and other commemorative issues. The application for Membership shows the initiation fee (\$6), annual dues (\$29), and annual postage surcharge (if any) required for LOTS Membership. Each LOTS Member will receive a Membership card when they become a Member and each time they renew.

Further information about LOTS can be obtained by contacting:

Paula S. Smith
LOTS Business Office
6376 West Fork Road
Cincinnati, OH 45247-5704
Phone – 513- 598-8240 or e-mail – lotsbusinessoffice@juno.com
or at our website – www.lots-trains.org



Lionel Operating Train Society (L.O.T.S.) 30th Anniversary Membership Application

30th Anniversary Special - Save \$5.00 – Join LOTS for \$30!

Application must be postmarked by December 31, 2009 to be processed at the special rate.

Please answer all questions, print clearly and be sure to date and sign the applicant's signature line in the middle of the application.

Name: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

Occupation: _____ Date of Birth: _____ E-mail Address: _____

Do Not List my _____ Telephone _____ Address _____ and/or _____ E-mail Address in the LOTS Roster.

How did you hear about LOTS?

- ☐ Magazine? Website? If so, which one? _____
- ☐ Train Meet? If so, which one? _____
- ☐ LOTS Member? What is his or her name and LOTS Number? _____
- ☐ Other? Please explain: _____



Do you consider yourself an operator, _____ a collector, _____ or both _____?

Do you have an operating layout? _____ What gauge? _____ Size of Layout? _____ Is it landscaped? _____

Would you be willing to show your layout to LOTS members, provided they call in advance? Y___ N___

Has your membership in any other train club been terminated for any reason other than non-payment of dues? Y___ N___

A separate application must be submitted for each individual applying for Membership. Check the type of Membership being sought and remit the Initiation Fee plus Dues (and the postal surcharge, if applicable) required for your Membership Class. Your Membership will be paid for twelve or twenty-four months (see below) from the last day of the month you become a Member.

The amount of your remittance depends upon the Membership Class for which you are applying. You cannot sign as a Family Member if you are not the spouse or child of a Regular Member. **Payments in excess of the required amount are gratefully accepted as a donation.**

By sending this application to the Business Office of LOTS for processing, each applicant agrees to abide by the Club's Constitution and Administrative By-Laws.

Applicant's Signature: _____ Date: _____

Membership Class (select one):

- | | |
|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| <input type="checkbox"/> 1 year Regular Membership (RM) - \$30.00 (\$6.00 \$1.00 Initiation Fee + \$29.00 Dues) | Non-U.S. Mailing Addresses: |
| <input type="checkbox"/> 2 year Regular Membership (RM) - \$57.00 (\$6.00 \$1.00 Initiation Fee + \$56.00 Dues) | ___ Canada & Mexico - \$15.00 one year |
| <input type="checkbox"/> 1 year Junior Membership (JM-under 18 yrs) - \$19.00 (\$3.00 Initiation Fee + \$16.00 Dues) | ___ Canada & Mexico - \$30.00 two yrs |
| <input type="checkbox"/> 2 year Junior Membership (JM-under 18 yrs) - \$33.00 (\$3.00 Initiation Fee + \$30.00 Dues) | ___ All Others - \$25.00 one year |
| <input type="checkbox"/> 1 year Family Membership (FM-Spouse or Child of RM) - \$13.00 (\$3.00 Initiation Fee + \$10.00 Dues) | ___ All Others - \$50.00 two years |
| <input type="checkbox"/> 2 year Family Membership (FM-Spouse or Child of RM) - \$21.00 (\$3.00 Initiation Fee + \$18.00 Dues) | |
| <input type="checkbox"/> If Spouse or Child of RM is signing up for a Family Membership.....Spouse of RM- _____ Child of RM- _____ | |

Optional Postal Surcharges: *Roster* and *Track Changes* are available online (updated monthly). If you have provided us with an e-mail address above, a password will be e-mailed to you after your membership is processed. If you want *Switcher* mailed First Class or a printed version of *Roster* or *Track Changes* mailed to you, there is an additional surcharge. You must match the Optional Postal Surcharge with the length of membership you selected above.

1st Class USPS *Switcher* Delivery

- ___ \$15.00 one year (U.S. Addresses Only)
- ___ \$30.00 two years (U.S. Addresses Only)

Printed *Roster* (mailed October each year)

- ___ \$5.00 *Roster* one year
- ___ \$10.00 *Roster* two years

Printed *Track Changes* (mailed Quarterly)

- ___ \$5.00 *Track Changes* one year
- ___ \$10.00 *Track Changes* two years

Type of payment: ☐ Check # _____ ☐ Money Order ☐ Visa ☐ MasterCard ☐ Discover/Novus

Credit card number: _____ Expiration Date: _____

Name on card (please print): _____ Signature: _____ CVV#: _____

By my signature above, I authorize LOTS to charge my credit card account for the total of the amounts indicated above. If check or money order, make remittance in correct amount payable to "LOTS" (U.S. dollars only).

Mail or Fax completed application(s) with remittance to:

LOTS-New Membership, 6376 West Fork Road, Cincinnati, OH 45247-5704, Fax-866-286-6416

Applications are also accepted online at www.lots-trains.org.

This application supercedes all others. Effective December 15, 2008. Photocopies of this application will be accepted.



Are you moving? Or did you move? Don't forget to notify the Business Office of your new address.

Lionel Operating Train Society Merchandise Order Form

Support LOTS! Order some club merchandise today.



Club Patch
\$5.00 each



Club Shirt M-3XL
With Pocket \$25.00
No Pocket \$20.00



Denim Shirt \$30.00
Short Sleeve XL & XXL
Long Sleeve XL-3XL



Stone Coasters
(4) w/ Wooden Holder
\$12 per set



Dairy Delivery Trucks
1:43 Scale
\$18 each



Glass Jars
\$7.00 each

Item Description	Color/Style	Size	Quantity	Each Price	Total Price

Name:		Member No.		Total for Merchandise	
Street:		Phone No.		Shipping & Handling *1 item \$7.00 2 or More Items \$8.00	
City:		State:		Grand Total of Order	
		Zip:			

*Do not include patches in the item count. If more than 3 items are purchased, please call 513-598-8240

Type of Payment (U.S. Funds Only): ☐ Check # _____ ☐ Money Order ☐ Visa ☐ MasterCard ☐ Discover/Novus

Credit card number: _____ Expiration Date: _____ CVV#: _____

Cardholder's Name (please print): _____ Signature: _____

By my signature, I authorize LOTS to charge my credit card account for the amount indicated above. If check or money order, make remittance in correct amount payable to "LOTS" (U.S. dollars only). **Mail or fax completed order form to:**

LOTS – Merchandise Order, 6376 West Fork Road, Cincinnati, OH 45247-5704 Fax: 866-286-6416