

# SWITCHER

October 2016

The Journal of the Lionel® Operating Train Society

Vol. 37 No. 5



## *Inside This Issue:*

- *Installing a Turntable and Roundhouse*
- *Run Those Trains Faster! (2 stories)*
- *2016 Convention Business Meeting*
- *Steaming into History on the NCR*
- *... and much, much more!*

# Santa Fe Warbonnet Tank Car

To honor the 37<sup>th</sup> Anniversary of the Lionel Operating Train Society, we are proud to announce the newest addition to our highly prized and sought after Santa Fe series. As shown, the Warbonnet paint scheme created in 1937 by Electro-Motive Division stylist Leland Knickerbocker has never looked more stunning than it does when applied to a Lionel Standard O Unibody Tank Car.

The LOTS 2016 Tank Car is a *must-have* for all LOTS members, Santa Fe enthusiasts, and model train fans. This Standard O Scale Lionel-manufactured tank car is



11" long and features die-cast metal sprung trucks and operating couplers, die-cast metal top platform, frame ends and air cylinder, metal handrails, ladders, and warning placards. It is designed to operate on O-31 or larger curves.

**Anticipated shipping date is December, 2016.** A shipping notice will be sent to you approximately 10 days before the cars depart the station in Cincinnati. If you move after placing your order, please notify us of your new address sooner than later!

**Cars are being sold First Come, First Served! Order now before they are GONE!**

**SPECIAL OFFER - Order one or more SF Tank Cars and purchase the cars pictured on the back cover of SWITCHER for \$60 each. All cars other than the SF Tank Cars will ship 5-7 business days after your order is processed. You must order an SF Tank Car for the discount to apply.**

Please complete the following information and send your order form to the address listed below.

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LOTS – SF Tank Car Order, 6376 W Fork Road, Cincinnati, OH 45247-5704**

**(Form may be photocopied)**



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## EDITOR'S NOTES

Bob Shaw continues to track progress made building his layout that interprets the scenic *NYC Water Level Route*. Beginning on page 10 of this issue, Part 5 in his series discusses ideas and tips he learned when adding a turntable and roundhouse to hold his fleet of Hudsons, Mohawks, Niagaras, and other legends of the steam era.

Are you a member of your local operating O-gauge club? Check out page 20 for an update on the new CLRC layout, and get inspired to send in a story and pictures of what *you* have been doing recently!

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# VIEW FROM THE CAB



As LOTS President, I occasionally get emails and phone calls from folks who have decided not to renew their LOTS Membership. Almost always, the reasoning is that they are getting old, have sold their trains, or are simplifying their lives. It is sad to hear these stories, and I try to convince them to remain as Members for all the benefits and fellowship among model train lovers. To me, model trains keep me young. I look for new opportunities to spread the love of railroading and model trains.

I continue to build layouts, now tending to the small portable type. I find instructive videos on the Internet on how to repair types of engines and cars. Recently, I found one on repairing Marx engines, filmed by a 14-year-old boy. It was very well done and instructive. I followed his directions and got a Marx Commodore engine running. It was a great feeling -- and I know very little about electricity. Now I am trying to repair a Number 8 Lionel prewar standard gauge engine. I have it apart and am following an instruction booklet I downloaded from the Internet. The wiring is original, and the insulation is so brittle that when I look at it the insulation crumbles ... but I am confident that I can fix it.

Model railroading of any gauge has many aspects. Planning, carpentry, wiring, scenery, and other facets of the hobby keep us young because our brains are active solving any problems, running the trains in a prototypical manner, or just having fun. We are not sitting down all day -- which physicians tell us is bad for humans of any age -- or watching television, with the same episodes of various shows repeating so often that we know the dialogue by heart.

I can tell you about one interesting series I stumbled upon on the Chicago Public Television station: "Extreme Train Journeys" involves an English commentator who travels the world riding on and exploring train systems. He has ridden over the Andes on a train at over 12,000 feet above sea level, crossed Russia to Siberia, gone from one end of Japan to another on super trains, traveled across Canada, and ridden across Cuba

from Havana to Guantanamo Bay. The contrast between train systems in various countries is amazing; the history of railroading in each country is fascinating.

Consider the Cuban train system: part of the train system in Cuba was built in the early 20<sup>th</sup> Century by the Hershey Candy Company to take sugar cane to ships bound for the United States for processing into candy. Today, the entire Cuban railroad system is *still* in the early 20<sup>th</sup> Century.

Contrast the Cuban railroad system with the Japanese train system: according to the host and commentator on the show, the trains are precisely on time, are very clean, smell nice, and are under continuous development to improve them. There is even a hotel in Tokyo overlooking the high speed train station that is so popular with train buffs from all over the world that it is difficult to get a room reservation except many months in advance.

There are many railroad DVDs available about modern and older trains, model trains of all types, and movies in which trains played a large part. *Murder on the Orient Express*, *Von Ryan's Express*, and *The Lady Vanishes* (directed by Alfred Hitchcock) are just three such movies I recall. The western star Randolph Scott starred in several movies involving rail empire building, such as *Carson City*, *Santa Fe*, *Canadian Pacific*, and *The Nevadan*. Watching these movies you would think Mr. Scott single-handedly engineered most of western U.S. railroad construction! They are great westerns to watch. The point is: railroads have a significant place in American history and the history of other countries. There is always something fascinating about trains. So just getting old does not mean you do not have to give up your LOTS Membership and stop enjoying railroading.

If you read any good novels or history books about railroading or model railroading, please consider writing a book review for *SWITCHER*. Our Members would enjoy it and might read the book because of your review.

As you have heard if you attended any of our LOTS Conventions, the club has a Car Committee, chaired by Vice President Pete Slater, and with Members Ed Mazur, Cris Matuszak, Scott Kuntz, and me. We have worked hard to develop concepts to present to the Board of Directors and Lionel for future Conventions as each year goes by. The latest *SWITCHER* has a special deal for Members who purchase one of the Santa Fe tank cars. Please read page 2 of this issue to learn the details. The tank car is a fantastic looking car, and I know all Members will want one ... but the supply is limited, so please place your order soon. The idea for the car was suggested by Tom Rains of Des Moines, Iowa, a LOTS Charter Member. Any Member who has a car idea is encouraged to submit it to Vice President Pete Slater.

Those Members who attended the Valley Forge Convention this year learned our next Convention will be in Denver in July 2017. All the details will be in the February *SWITCHER*. It should be a fabulous Convention in the Mile High City. Paula Smith has made several trips to Denver to prepare the Convention and has great plans for it. The Car Committee is working on an attractive Convention car, a Meet car, and an Extra car marking the railroads in the Denver area throughout its history. The club leadership moves the Conventions around the country each year so that all Members get the opportunity to attend at least one Convention, even if they prefer not to travel outside their home region. This year's host hotel will have a free shuttle from the Denver International Airport for Member convenience. If at all possible, please make every effort to attend the Denver Convention next July – *You'll Have a "Rio Grande" Time!* And if you live in Colorado, please consider helping your favorite train club at the Registration Room or as a bus tour host. There is more than enough work for anyone who volunteers.

Remember also we need young people in our Membership to carry on the LOTS love of model Lionel trains. Please recruit any person you know who likes Lionel trains. Our club effort at the **World's Greatest Hobby on Tour** shows continues in 2017, with the first show in Atlanta, Georgia, on January 7 and 8 at the Georgia World Congress Center. We will also have our LOTS booth at the Washington State Fair in Seattle,

Washington on January 21 and 22; the Phoenix Convention Center in Phoenix, Arizona on February 4 and 5; and at the Fairplex in Pomona, California on February 11 and 12. If you live in these areas, please contact the Business Office about helping set up the booth and working there during the show. We will all appreciate your efforts, especially showing the attendees the joys of Lionel and LOTS.

And if you attend the Eastern Division TCA's semi-annual York meets, please look for the LOTS officers in the trading halls, and sign up for the LOTS dinner we have during the week. We would love to have you dine with us and the other LOTS Members who attend.

Until next issue, keep on training the LOTS way.

*Phil Howe, President*

### New LOTS Members Listing

With the LOTS Roster on the Club's web site, we'll list our new Members only by name and city.

*Welcome Aboard!* We'll continue to publish new LOTS Members in *SWITCHER* regularly.

RM 9062

GEORGE A. KREITZER  
N. OLMSTED OH

RM 9063

PAUL G. QUINN  
DENVER CO

RM 9064

JAMES PANCOAST  
PHILADELPHIA PA

RM 9065

DAN A. NETTLING  
CARLISLE PA

RM 9066

THOMAS GASKA  
ENDICOTT NY

RM 9067

JOHN GROVER  
HIGHTSTOWN NJ

RM 9068

RICK BOUCHELLE  
ELKTON MD

RM 9069

LEON DUMINIAK  
TREVOSE PA

RM 9070

SPENCER GREGG MINOR  
ROCKFORD IL

RM 9071

IRWIN BERGMAN  
ROSLYN HEIGHTS NY



# Vice President's Message

The age-old question is put to me every year: "What do you want for Christmas, Dad?" I answered, like many of you, "I don't know, surprise me!" Well, this Christmas they certainly did! It was a gift certificate for the Hoosier Valley Railroad Museum, to be an engineer for an hour

this past June.



Hoosier Valley Railroad

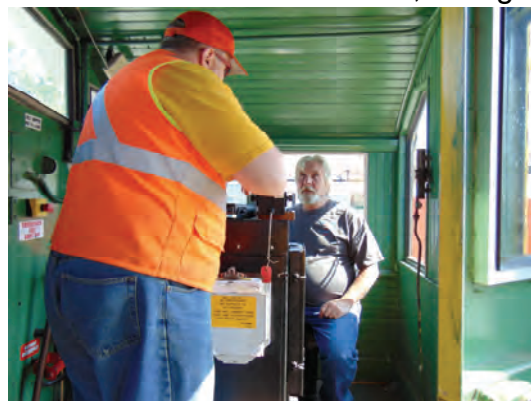
Museum is located in North Judson, Indiana, at the junction of the former Erie, C&O, Pennsylvania, and New York Central Railroads. In its heyday, a hundred trains would cross there a day.

Saturday, June 25th arrived. It was a cool morning for June as I prepared for my 55 mile bike ride to North Judson. Other than a deer scare on Highway 10, the ride was perfect.

Arriving at Hoosier Valley Railroad Museum, I checked in and met Engineer John. After signing some papers and verifying I was over eighteen years old (just barely made it!) and that I had a valid driver's license, we walked out onto the station platform.



There she was: the beautifully restored Erie-Lackawanna ALCO S1 #310, sitting on the old



C&O mainline. As I climbed aboard I was impressed with the roominess of the cab. After an



Engine 101 course by Engineer John, we were ready to take off. First was backing her up for a brake and throttle exercise. The track crew was replacing ties that morning, so with a few warning toots of the horn we cleared some switches and the workers.

After practicing using the brakes and air to stop, we proceeded forward to hitch up to the caboose. Upon a near-perfect



couple, the brakeman attached the air hose and





we waited for air pressure to build to proper running p.s.i. With the bell ringing, and as we approached several crossings, the horn was



sounded often and loud. (I've always wanted to do that!) There is a slight grade, and we tried to keep a steady 10 to 15 miles per hour. Coming back was down grade, so we had to pay attention to our speed, for it really picks up before you realize it. Coming into the station, I dumped all my air (oops) which caused the train to stop, and we had to wait for the compressor to build it back up.

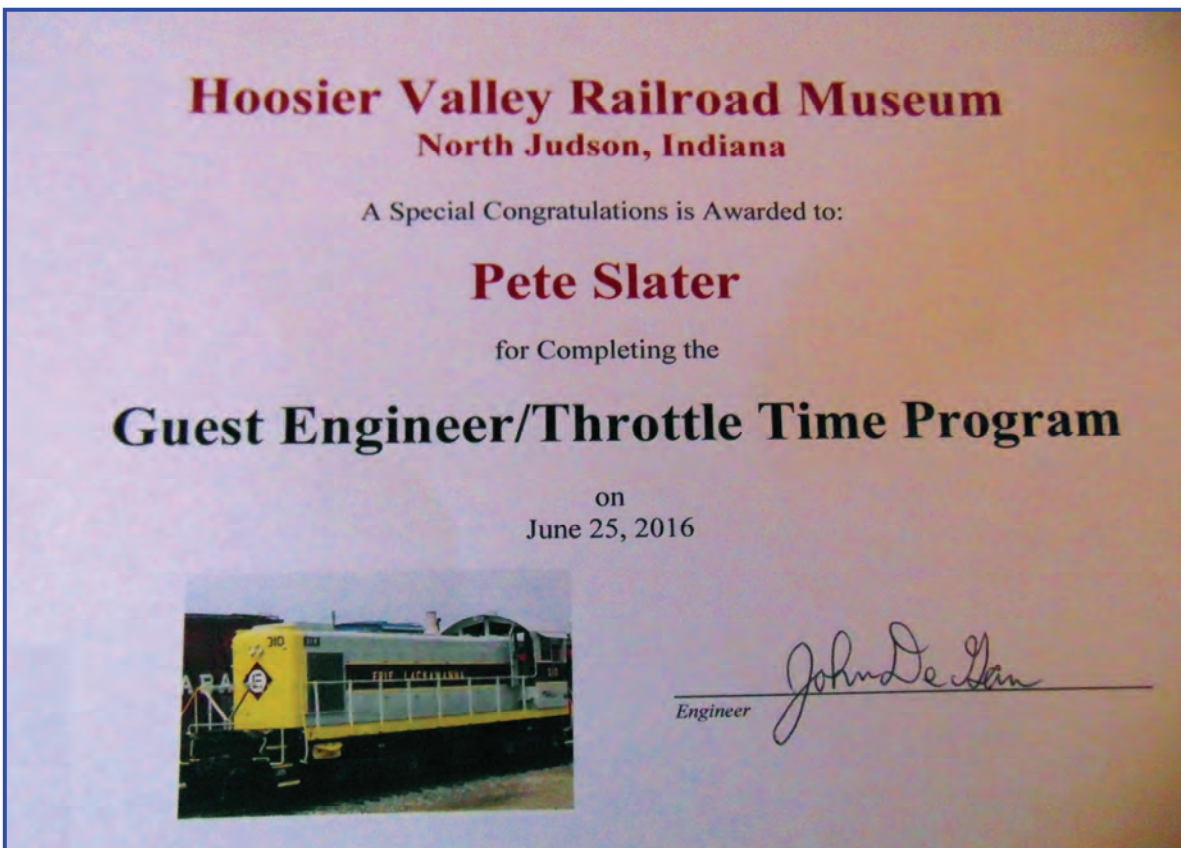
Soon we were back at the platform, and my time



was up. Engineer John had to get her ready for some excursion trips. With a stop in the office, I received my official Guest Engineer/Throttle Time Program Certificate.

Although the S1 is a smaller locomotive, the feeling of power and weight on the rails is truly breathtaking. I can only imagine the feeling of the bigger locomotives we have today. So if being an engineer for an hour is on your bucket list, drop a few hints and try it -- you'll like it!

*Pete Slater, Vice President*



# ***Run Those Trains Faster -- New Acelas are Coming***

*by Edward Mazur, RM 3123*

I am almost seventy-four years young. My favorite memories of “playing” with my first trains when I was nine years old are of running my Lionel 2037 Locomotive around the track as fast as the 1033 transformer would allow, and having it at times fly off the track -- only to be captured by the quick hands and reflexes of a would-be baseball player. (The player was me.) Over the span of a train season that ran from Thanksgiving to St. Patrick’s Day, there were a few times when I committed a fielding error that resulted in dings and dents on the locomotive, and a broken marker light or two. These could be rectified with a visit to my local train shops: Weitz Hobbies on North Avenue, or Mandel’s Variety Store on Division Street in the Humboldt Park neighborhood of Chicago.

My train friends did not know of prototypical speed, and did not like to see slow moving freight or passenger consists. Our goal when bringing our trains to someone’s home was to race them and play catch as the locomotives came barreling around the O-gauge or O-27 curves. Today’s toy train operators and collectors are concerned with Legacy, Command Control, Legacy Railsounds, electro-couplers, window glass, numbered smoke boxes and much

more -- the advantages of creativity and technology that were not present when I began my lifelong fascination with toy trains.

Many collectors and operators were eager and early supporters of Amtrak’s Acela trains. My best train buddy, Cris Matuszak (RM1399), has one he operates, and is very supportive of models of high speed trains. I do not have an Acela, but appreciate what it has come to represent: relatively high speed, interesting design, and a most interesting manner in which to travel the busiest rail corridor in the United States. The prototypical Acela trains are almost 15 years old, and the 20 current Acela sets are nearing the end of their useable lives.

Federal officials announced on August 26, 2016 that they have awarded a \$2.45 billion loan to Amtrak for the purchase of state-of-the art trains to replace the aging Acelas that use the Northeast Corridor from Washington to Boston. Amtrak plans to put the first of 28 new trains into service in about five years. According to a story in the *New York Times*, August 27, 2016, once they are fully deployed, officials expect the new Acelas to depart every half-hour between Washington and New York and every hour between New York and



Boston. This will increase passenger capacity by about 40 percent.

These new edition Acelas will not approach the speeds of some Asian and European trains, but they would travel at 160 miles per hour in some places, up from 135 m.p.h. currently. In theory, the new trains would be able to exceed 160 m.p.h., but that would require a huge upgrade of the track system.

The Acela trains have become one of the most successful parts of the Amtrak system. Between 2005 and 2015, Acela trains have helped train service displace airplanes as the most popular mode of travel in the Northeast Corridor. Acela trains carry about 3.4 million passengers a year between Washington, New York, and Boston. Amtrak officials first considered overhauling the existing Acela trains, 17 of which are operating at any given time. But officials decided that would have been disruptive and costly.

The new trains will be manufactured in New York by Alstom, a French company that builds high-speed trains around the globe. For Amtrak, Alstom will build a version of the *Avelia Liberty*, which the company's website (ah, the delights of the Internet) describes as having "an innovative compact power car and nine passenger cars, with the possibility of three more being added if demand grows." Probably won't be long before Lionel, MTH, and others will offer toy train operators and collectors models of the New Acela and a consist of cars with several add-ons. Clearly, this is not the 2037 set that I received many decades ago!

Those who ride the prototype and who model and operate the toy train Acelas can look forward to business-class cars, a café car, a first-class car, and a quiet car where the use of cell phones is discouraged. The new trains will offer better accessibility for people with special needs. (I wonder how Lionel, MTH and others will address this special needs matter?)

Amtrak officials believe that about \$2 billion will be spent on the new trains. The rest of the loan will be used to upgrade several stations, including those in New York and Washington, and to improve track reliability and safety. So, if you think *your* layout is complete -- forget about it -- there are always opportunities for challenges and improvements. Amtrak expects increased revenue from the more frequent Acela service to help it pay back the loan, which is the biggest in the history of the Department of Transportation. The existing Acela trains will be phased out by 2022. This is a very serious upgrade for Amtrak in the Northeast Corridor. Without it, experts believe that we would need seven more lanes on I-95 to accommodate the traffic if Amtrak were to shut down.

LOTS Members and friends, one of the many benefits of belonging to our friendly organization is receiving the current Lionel catalogs shortly after they leave the print shops. How many years before we see the newest Acelas and cars gracing the pages of those catalogs? Only the Shadow (Lamont Cranston, of old time radio) knows. The rest of us can only wait for the Internet and Post Office to deliver those highly-anticipated volumes to our homes.

# ***A Turntable and Roundhouse for the Water Level Route***

*by Bob Shaw, RM 7726*  
photos submitted by the author



*Let's face it: there's something "magical" about seeing an engine drive onto a turntable and revolve slowly before backing into a roundhouse. Because the cost of new turntables is high, I bought an old Bowser 30-inch turntable at a train show and installed it to link with a Korber roundhouse. The project called for scratch-building the turntable bridge and control house decks from basswood and kit-bashing a trackside shanty to convert it into a control cab (house), which were firsts for me. The results aren't perfect, but they were fun to do, look better than expected, and encouraged me to employ them on future projects. Because these building techniques can be applied to other scratch-building and kit-bashing projects, I hope you'll consider using them on your layout.*

## **You Need a Big Turntable to Turn Big Engines**

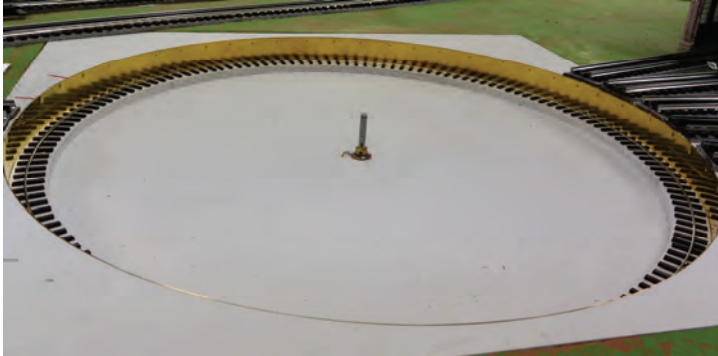
After moving to our new home, I finally had enough "real estate" in the basement to build a 35.5 x 14.75 foot layout that would accommodate a large Bowser turntable and four-stall Korber roundhouse. This article recaps the initial installation process before final touches are added such as roundhouse doors, smoke stacks, lighting and so forth along with other structures and scenery.



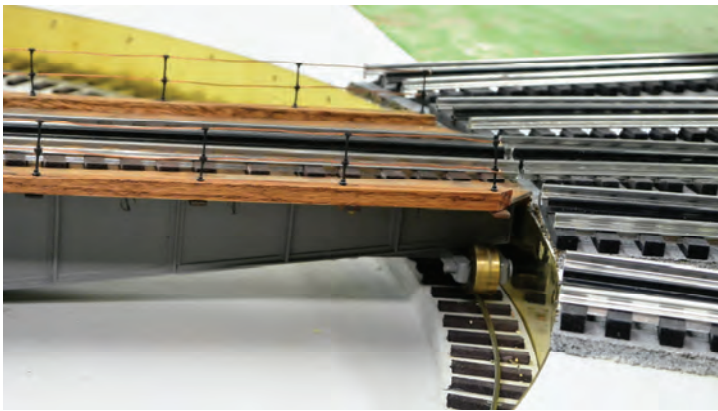


If you're considering purchasing a turntable, buy a long one. As you can see, a Lionel Niagara just fits on the 30-inch model. Unfortunately, all turntables require a lot of space on the layout, even in shorter lengths. Consequently, I suggest purchasing one that's at least 30 inches long, because the trade-off of requiring more layout space is outweighed by the ability to accommodate today's larger engines.

### Keep the Turntable Pit Level during Installation



The turntable pit assembly is inserted into a square hole cut into the plywood top of the layout. It's essential to keep the assembly level to ensure proper track alignment on both ends of the turntable bridge. A single circular track is



recessed into the pit so rollers on each end of the bridge can ride on it. A drive shaft is located in the center of the pit, and secured by a set screw in a brass collar. The top of the drive shaft is inserted into a cast collar in the center of the bridge and secured with a set screw. "Hot" power for the center rail of the turntable track is supplied through



this shaft, while "common" power to the outside rails is supplied through the pit track and rollers.

### A New Drive System for an Old Turntable

The bottom of the drive shaft connects to a wood timing gear that's driven by a timing belt powered



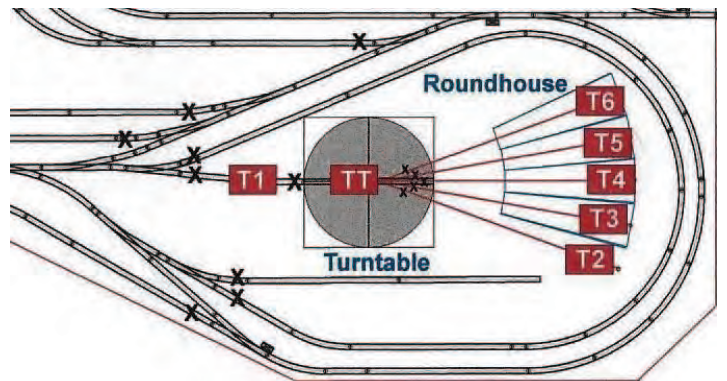
by a heavy duty motor. They were included in a Bowser Turntable Upgrade Kit purchased from Ross Custom Switches.

The kit also contains a power supply and controller



that slowly moves the bridge until it aligns with the desired track. The square grey controller is resting on top of a temporary

control panel that switches turntable track sections "on" and "off." I found it saves time to be sure a system is functioning properly before permanently installing it on the control panel. While the sidings can be controlled remotely by TMCC, I prefer to use "old school" switches to avoid a mishap caused by pressing the wrong button on the TMCC CAB-1. The seven switched turntable and roundhouse sidings include:





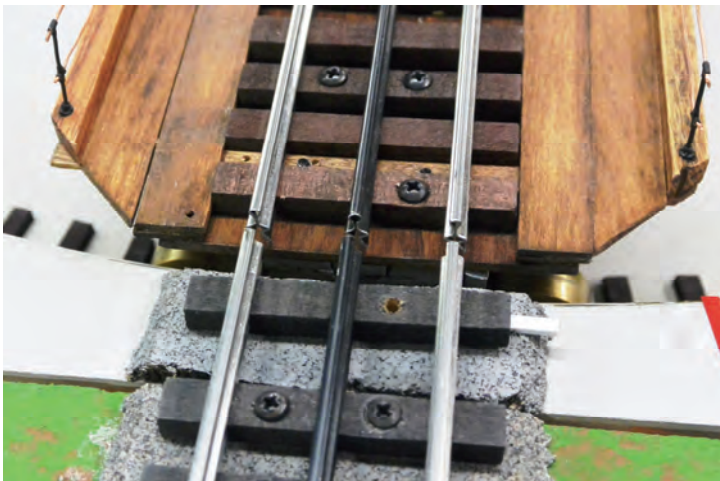
- T1 - Turntable Staging Track
- TT - Turntable Track
- T2 - Siding by roundhouse
- T3 - Roundhouse Stall 1
- T4 - Roundhouse Stall 2
- T5 - Roundhouse Stall 3
- T6 - Roundhouse Stall 4

## Scratch-Building the Turntable Bridge

Components supplied with the Bowser turntable bridge included hardware, pit track rollers, metal side plates and a 30-inch wood block, that can be seen in this end view of the bridge. First, track



rollers were attached to the bottom of the block. Then three narrow basswood planks were added, along with a wide basswood board to support a length of GarGraves track so the height precisely matched track on each side of the bridge. This is critical to ensuring a smooth transition from the staging track to the bridge track to the roundhouse stall track. Note that track shims are sometimes required to fine tune the alignment.



A wide-angle top view shows evenly-spaced horizontal support "beams" along the entire length



of the turntable bridge. Wider beams will support the control house platform. Each "beam" was



nailed in place after first drilling a pilot hole through the basswood to prevent splitting. All basswood was wiped with red oak stain to allow the grain to show through the rich hue.

With the support "beams" in place, vertical decking



planks were glued to them and secured with clamps until dry. Some of the planks on the left side were already glued in place, along with the control house platform.



The completed turntable bridge can be seen in the wide-angle photo below. Square basswood strips were glued along the outer edge of each side to hold railing stanchions, which were threaded with copper wire to simulate guard wires.



### Kitbashing a Shanty into a Turntable Control Cab (House)



The completed turntable control house began as a trackside shanty that cost \$1 at a train meet. While the shanty's original width was good, it was too long and had a pitched roof. So it was back to the bandsaw to do some cutting! After removing the roof and



base, I carefully cut each side so it was slightly wider than each window and cut off the back wall to preserve the tool box. Next, the front, two sides and back wall with the tool box were aligned and



glued together. White styrene strips were glued to hide the vertical exterior seams, and wood supports were cut and glued along the inside seams

to reinforce the walls. These supports were painted red along with the rest of the house.

Because a curved roof was prototypical on most





turntable control houses, I cut two curved “half circle” pieces out of a styrene sheet and glued one to the top of the front wall, and



glued the other to the back wall. The overhanging round roof in both pictures was made from skinny wood strips that were glued to printed roof paper before being bent and glued to the “half circle” styrene pieces. Final touches included adding a lamp over the door, and gluing clear plastic to simulate glass in the door and windows. Making this was a lot of fun and, while not perfect, it felt great to add this personal touch to the project.



## Precisely Placing the Roundhouse and Stall Tracks

The overhead view of a Dreyfuss Hudson being turned to enter the last stall illustrates the track density required to make roundhouse sidings, as well as the precise track placement needed for proper alignment of each track. In addition, the close-up view shows the exacting tolerances required for small gaps between the end of each



stall track and the turntable bridge track. Tweaking everything so it runs smoothly takes a lot of patience, but the resulting flawless operation



is worth the effort. From left to right, this close-up shows a Dreyfuss Hudson, Niagara, Mohawk, Hudson and a Legacy Mohawk on the siding, which can also be seen in this side image of the roundhouse.



## Powering Roundhouse Track

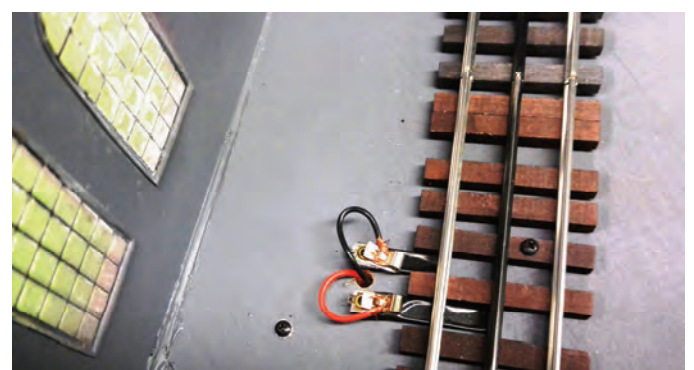
I found the roundhouse kit at a train show and had a model maker build it. He mounted it on a board that was the same thickness as my cork roadbed.





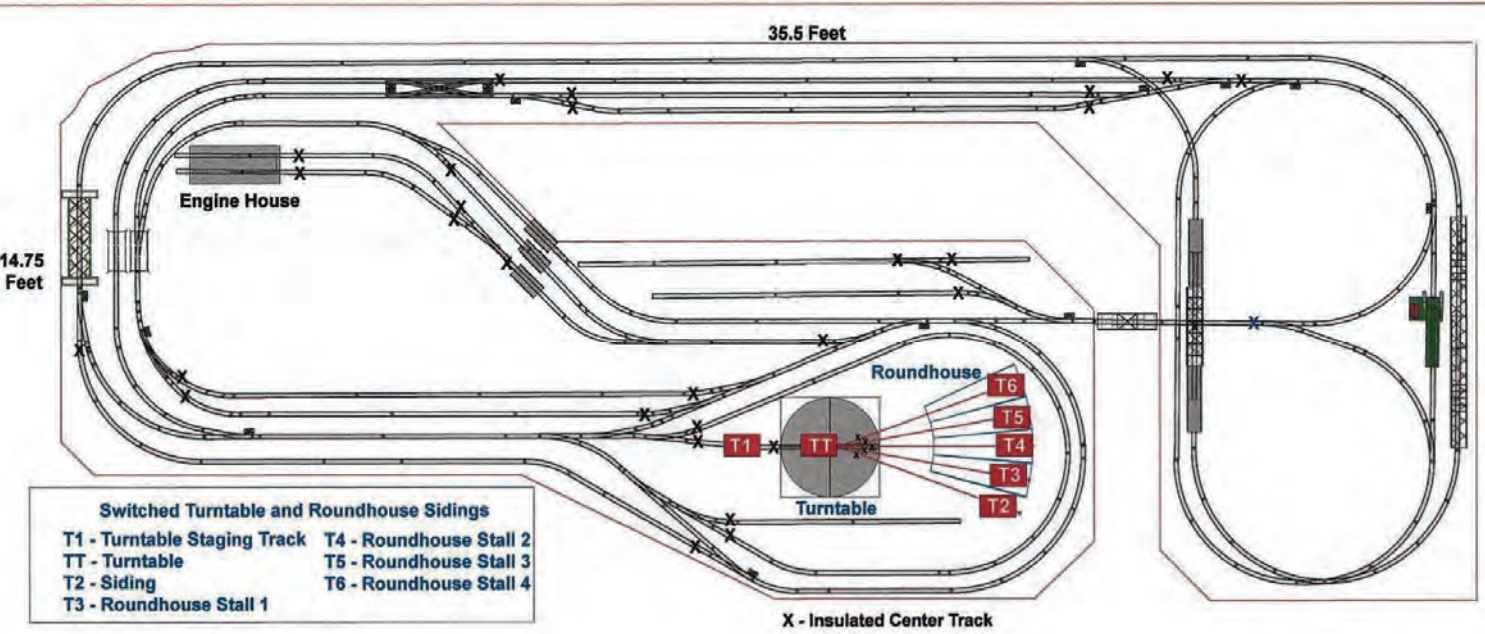
That way, I could run cork up to the front of each stall, as it was level with the interior board, and lay track into each stall, as shown in this rear view of the roundhouse with the rear roof removed. Track power to each isolated stall section is supplied through feeder wires fed through holes drilled through the roundhouse floor and benchwork. All visible track power connections on my layout are

“hidden.” However, because the rear interior of the roundhouse will be covered by the roof when it’s put into place, GarGraves track power clips were installed to provide secure connections.



### What’s Next?

Now that the turntable and roundhouse are operational, final touches will be added to the roundhouse including doors, smoke stacks, lighting and interior details to enhance realism. Scenery comes next, along with an operating water tank, sand tower and other structures found in a steam yard, which will be the subject of another *NYC Water Level Route* update.



# "Steam into History" on the Northern Central Railroad

by **Bruce Weinel, RM 2524**

photos submitted by the author



In 1828 the Baltimore and Susquehanna Railroad was established. Shortly thereafter the name changed to Northern Central Railroad. Eventually it became part of the Pennsylvania Railroad system. The route ran from Baltimore's Calvert Street station to York, Pa. with a branch line to Hanover, Pa.

The current operation travels from New Freedom, Pa. to Hanover, Pa. This railroad's emphasis is the part it played during the Civil War in the 1860's, thus the operation's name, "Steam into History." According to the information provided, President Lincoln rode this route to Gettysburg to deliver his famous "Gettysburg Address."

They use a replica 1860's steam engine to pull their period passenger cars. They also utilize a GP-10 on some weekdays. There was a docent on board the train who supplied LOTS of facts about the railroad's history during the Civil War.

The train ride was an enjoyable 2.5 hours round trip. This is a pictorial essay of that excursion.

*Editor's note: New Freedom, Pennsylvania, is located off of I-83 just south of York, and makes for an excellent side trip during that semi-annual train meet at the York Fairgrounds!*



The station at New Freedom (formerly a feed store). The original station was actually a block or two away and is now a café.





One of two passenger cars in use the day we rode the train.



Another passenger car utilized on the day we rode the train.



Another view of the steam engine  
(which burned recycled cooking oil for fuel).



Statues on the lawn next to the station/museum  
at Hanover Junction.



GP-10 which is used as a backup for the steam locomotive.



Train with a period-dressed lady who rode the train with us.



The steam engine at Hanover Junction  
before we returned to New Freedom.



A donated three-rail (MTH) layout  
within the station at New Freedom.



# *Run Those Trains Faster, Part 2:*

## *The LOTS 2016 Convention Train Drag Race*

photos by Scott Kuntz, DM 2613  
and Paula Smith, RM 5330

One of the most popular features of the LOTS Train Show during our Annual Convention is the much-anticipated **Train Drag Race**. The club's scale quarter-mile parallel tracks, run under the steady transformer hand of Cris Matuszak, give contestants the opportunity to race their own or club loaner engines in heats based on age (of the contestants, not the engines!). Here is a little photo essay of the action, and the winners of this year's trophies:





## **The LOTS 2016 Train Drag Race**

... and the awards go to ...

AGES 2-6: **Hanna Paradisi**

AGES 7-11: **Cassie Vercoe**, Winner / **John Callahan**, Runner-up

AGES 12-15: **Joshua Kuntz**, Winner / **Issac Smith**, Runner-up

AGES 16+: **Paula Smith**, Winner / **John Ashton**, Runner-up

### **LOTS 2016 Convention Prize Donors List**

Of the many highlights of a LOTS Convention, one must certainly be the opportunity to win a long-desired train item (or two!) from the LOTS Raffles or Silent Auction, or from the elegantly-wrapped Table Favors at the Annual Banquet. All of these fabulous gifts come from donations to the club by your **Fellow Members**. We would like to thank this year's donors here:

Ed Mazur	Pete Slater	Ray Malewski
Mike Solly	Michael J. Rotolo	Bruce Weinel
Cris Matuszak	Philip S. Howe	Rudy Troutman
Doug Hone	Ken Bartley	Walter Swistak
Walter Baumann	Ralph Knelly	Rich Henderson
John Morris	Stephen Witherspoon	Scott Kuntz
Mike Smith	Dick Walczewski	John Billone
Marvin Toste	Tom Bromstrup	Robert Ludwig
Dean Jeffries	Earl Knowlton	John Ashton
Robert Brown II	Edward Howanice	Ray Golata
Ed Stanislawczyk	John Miller	Chuck Kuhns
George Nelson	Howard Hickey	David Smith
Herbert Fues	Michael Maloney	Bob Matten
Don Heirman	Bill Terry	Chuck Clayton
James Fridley	Gary Poorman	Jacob Mann
Larry Smith	Al Molinski	George Nelson

And special thanks to our LOTS "friends" for their valuable donations to another successful event:

**Angela Trotta Thomas**      and      **Lionel LLC**

# Chicagoland Lionel Railroad Club Rebuilds!

by Herbert W. Koch, RM 3928  
photos submitted by the author

*Editor's note: The CLRC has been undergoing a major rebuild of their spectacular club layout, which was a featured tour of the LOTS 2015 Convention. You can see what the layout looked like back then in the centerfold of SWITCHER Vol. 36, No.4 (August 2015). Since then, club members have been busy redesigning and rebuilding the whole operation! Presented here is a "time lapse" of recent activity, as presented in a regular series of email updates from Herb Koch, LOTS Member and CLRC President.*

July 9, 2016

The layout is coming out from the locker level over the lower level track previously installed. Many members are participating to get the layout completed on time. The pictures continue to tell the story and show the progress.



The new track level is progressing nicely



Steve, Al, Ed Z, and Tom Z line up locker to layout



John F and Steve engineer the new track height





Webpage editor Joe Smolinski views layout



Joe O and Jeff M help Steve on upper level. Pete is wiring the logging level



Ed Z, Joe O, Jeff M help Steve set track bed



Charlie and Steve look at the latest level



Dave and Phil take a moment from logging wiring



Al, Mike, Ed Z, Tom Z and Steve verify track spacing



August 13, 2016

There is a lot going on with our new layout. The twists and turns, switchbacks, and mainlines are going to keep us busy for many years to come. When one first walks in the view includes the logging line, the coal line, the main lines and the upper main lines. It will take a long time to go from the lowest level, all the way to the other tracks on the layout. We will have to see in September. And this does not include the Belt Line railroad. The next project is to get the Belt Line updated and then some temporary skin for the new layout. All track is connected.



Steve and Joe are designing Plexiglas shields to protect the layout



Howie keeps an eye on Bill as he connects two tracks



David secures the roadbed as Rich lines up more roadbed





John is wiring more track as Swav assists



Nothing like sparks to show how Mike cuts big track



Rich and Jim working on setting track over lockers



Al verifies that all is to plan



Steve and Joe review the best approach



Phil puts a nice earth color to the roadbed



George applies screening for future landscaping



Jim helps Steve with some big plywood cuts



September 10, 2016

We are down to the wire. John Billone is putting the finishing touches on the final wiring to the Legacy/TMCC system. Trains are to be moving at our first Open House, September 17, 2016. Coal Trains, Freight Trains, Logging Trains, Passenger Trains, Intermodal Trains and much more will be running. This is our first year of a three-year project. It took us over a year to design the layout. This last summer we made the bench work and laid the track. In the next few years we will continue to embellish the track plan, lay scenery, modify our industry with push button accessories, and make other improvements. We look forward to seeing our guests September 17, 2016 at our first Open House, which will show our new layout at its beginnings.



The layout view as one walks in



Joe is testing out layout with tanker cars



John finishes power and Legacy/TMCC controls



Staging area to set up trains



Grovers Mill Drive-in is OPEN

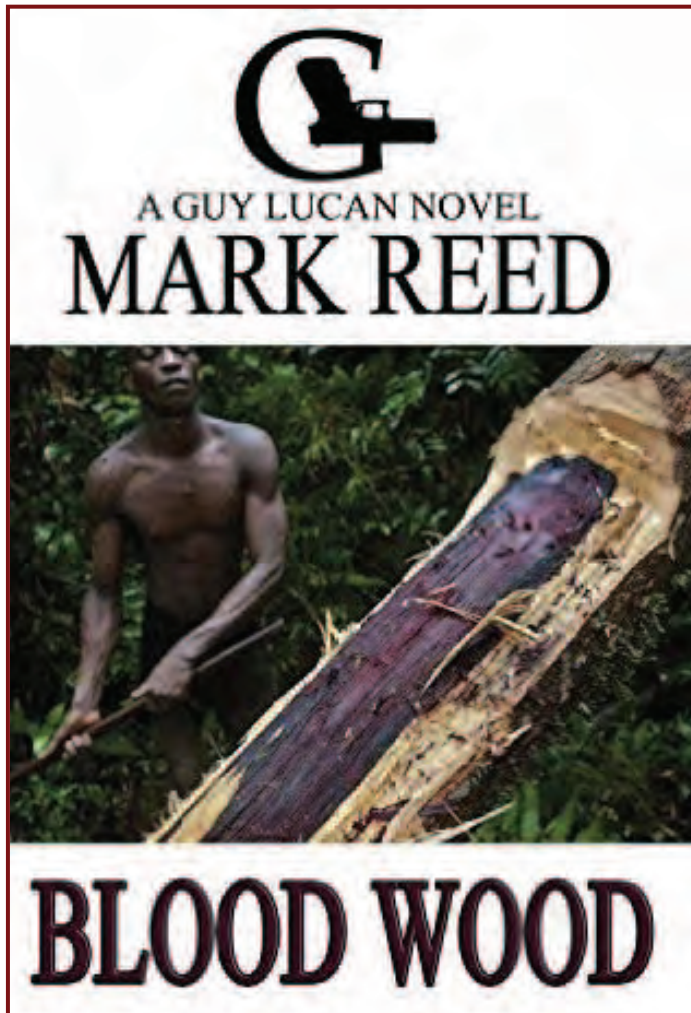


Herb finishes up the Power Cabinet



# BLOOD WOOD

A Book Review by Stanley Kozaczka, RM 8144



A new railroad mystery/adventure series has been born with a story entitled Blood Wood: A Guy Lucan Novel (Custom Book Publications Classic Imprint, 2016) by Mark Reed. There are more titles on the way, and they are all set on contemporary African railways. The author's blurb is revealing as it states that Reed, like his creation Guy Lucan, is an Englishman who works for the "railway industry in Central Africa and lives with his family in South Africa" – so a certain amount of authenticity seems assured in the book's setting. In the novel Guy works for a railway consulting firm in New York City. Because of a World Bank contract to rebuild the rail infrastructure on the island of Madagascar, Guy had been appointed the Director-General of the regenerated *Malarail*, or the Malagasy National Railway Company, originally constructed by the colonial French government. He is in his early 50s and is prematurely gray-haired – the locals on the island call him the *Silver Fox*. The back cover describes our *Silver Fox* as a "mix of Sherlock Holmes and James Bond." Although Guy may be an older Bond, the story takes on that element even though it is more by circumstance than

design. Interestingly, this foreign *vazha* or white man is generally well-liked by the population.

Certainly Guy's secretary Eunice, a kind of Miss Money Penny, likes Guy very much, but Guy keeps her at a distance as company rules prohibit such "camaraderie." Theo, the operations director of *Malarail*, also respects Guy. In any case, the reader is introduced to Guy for the first time in New York City just as he has a meeting with his boss, Colonel Antony Colquhoun. For certain reasons, the meeting is set on neutral ground within the Harvard Club in Manhattan. Shortly afterward the two men meet up with an Italian named Adolpho Brignoli, a senior member of the Office of Foreign Assets Control (OFAC), a branch of the U.S. Treasury dealing specifically with the World Bank in its anti-money laundering division. In fact, Brignoli wants Guy to keep his eyes open in Madagascar for suspicious activities – Guy doesn't seem that convinced about it, but shall be when he's back on the island which, we learn, is larger

than the state of Texas. Guy generally has a comfortable life there and is very close to an attractive, young native woman named Celestina, who figures later on in the story in saving his life and, though not a spy, is in the best tradition of a James Bond girl!

**VILLAINS:** Also in the James Bond tradition there are villains. We meet two of them in the first chapter: Marcel Ravatomanga, who is a good friend of the corrupt president of Madagascar; and the wheelchair-bound Kotler Chi, an elderly oriental man dealing with acquiring and selling exotic and very valuable hardwoods. Lest one think that trees are just trees, a single *kilogram* of rosewood costs \$500! In fact, one prized log a thousand years old is called “the holy grail” and is valued at \$500,000. The trees otherwise average from 800 to 1,000 years old, and their value is more than enough to make murder routine in order to acquire this coveted resource. Chi makes a contract with Marcel to supply no fewer than 100 shipping containers containing over a thousand logs of illegally harvested rosewood on the island, and gives him \$20 million as a down payment. Marcel then employs “The Collector” to get the logs to him, but “the Collector” depends on a local worker named Randeem as his headman to select, cut and transport the precious commodity out of the Masoala National Park. The entire ecosystem is in danger of destruction. The “Collector” keeps careful ledger books on each tree harvested – at this point in time he has some thirty ledgers. As for Marcel, he decides to purchase the newly-resurrected railroad so as to both transport his containers and to gain control of the company’s self-regulated official x-ray inspection equipment that validates the contents of shipping containers from the island. In other words, his illegal cargo could be passed as “empty” or falsified to read: “CERTIFIED: Rosewood Free.” It would then be sanctioned to go on its way to China and the orient where this wood is highly sought after. A very moving description of one of those freshly cut logs is given in chapter nineteen:

**As the log lay in the coolness of the forest awaiting its next journey, red sap flowed from the rings at the center of the trunk and trickled down towards the ground. To the uninitiated, the wood looked like it was bleeding, or crying blood in distress (p. 89)**

There is also *human* blood added to the carnage including that of Guy’s personal chauffeur, Dada, a totally innocent bystander. Another questionable individual is Louis Mallet, “banker of the last resort” serving the ultra-wealthy criminal, and it is this man that Marcel must use in the purchase of *Malarail*. However, this is exactly how the U.S. dollars can be traced, and that tips off agent Adolpho Brignoli that something is happening on the island.

**CLASS BB LOCOMOTIVE:** Once back in Soarano, Madagascar, there is an interesting if not humorous description of Guy’s *Malarail* office:

**He sat at the end of the room in front of a large oil painting of an ex-Portuguese Class BB locomotive pulling a freight train up the lush Mandraka Pass. The picture filled the wall, but was not well-painted in Guy’s opinion. The perspective was skewed, and the painter had not understood the concept of vanishing points as he sketched the scene. But the art had been a gift from the railwaymen’s trade union to the company on its centenary, and it had been duly given a place of honor and recognition in the Director’s office. Fortunately, Guy sat in front of it most days, and his eyes did not have to suffer its irritating lack of perspective (p. 15)**



*LOCKED CONTAINER:* In chapter nine, called “The Mandraka Pass,” Guy must travel to the site of a derailment, and the reader is treated to an interesting description of an executive inspection rail car some sixty years old. It was constructed from a Peugeot sedan car and outfitted with rail bogey wheels. But it is in chapter fourteen, called “The Soarano at Night,” where Guy indeed gets to investigate something suspicious in the railyard involving “empty” shipping containers, and he is thus accidentally locked inside of one. With the ambient noise of the yards and the roar of the train, his cries, shouting, and banging on walls is totally unheard. During the journey, he is thrown about the dark container all night and is injured. What’s worse, if he were to fall asleep or become unconscious, he could be loaded onto a ship for a journey to China lasting two to three weeks! He escapes, but is almost immediately knocked out from behind by Randeem, the “Collector’s” headman. He is kept as a prisoner in an isolated old foundry, but manages to throw the contents of his pockets out of his prison window. These contents include some money and a matchbook. One is reminded of how a desperate shipwrecked sailor places a message into a bottle and then tosses it into the ocean. How Guy is eventually rescued by Celestina by this action is ingenious.

*THE ELEGANCE OF OLD STATIONS:* Chapter twenty-four includes a scene of Celestina walking through the Mantasoa Railroad Station, and the reader receives a mini architectural history of the island:

**Like all other railway buildings on the TCE line, Mantasoa station had been designed by French architects in Paris and drew elements from both the Louvre and Versailles. A finely carved balustrade topped the roof of the two-story building on all four sides, and decaying green wooden shutters hung loosely besides all the windows. Like all things on the railway, the unkempt condition of Mantasoa station meant that the building was a shadow of its former glory, but in the fading light of that spring evening the building briefly showed her class (pp. 107-108)**

*RUNAWAY TRAIN:* With Guy’s rescue by Celestina, they return to the station and hop onto the flatcar at the end of a 40-car container train to escape. The train journey allows the author to describe “The Boucle,” which is a rail helix designed to allow the train to travel over itself to gain elevation. It is just at this curve that Guy is able to disable the locomotive’s air brake compressor at the rear of the engine. This forces the sole engineer to stop, get out and inspect his train, which allows Guy and Celestina to enter the cab and, with Guy driving, leave him behind! Chapter thirty-one, entitled “Every Boy’s Dream,” describes Guy driving the train – even though his only prior experience is via a locomotive training simulator! Of course, the train becomes a runaway and narrowly misses being derailed. Surviving this, he pilots the train to the coast and accidentally slams into a pile of heavy rosewood tree trunks being readied for shipment! Guy and Celestina are both thrown against the controls and are badly bruised. The result is that both of them are captured, and are soon imprisoned in a small railroad depot with none other than Adolpho Brignoli! How they all manage to escape (again) is indeed reminiscent of modern spying techniques, from air-bore drones to transmitter shoulder implants, with backup from the CIA and the American embassy.

The book allows the average reader an exotic glimpse into a new part of the present-day world to taste its culture, its history, and its railroads. Besides, it’s an entertaining read, and readily available directly from **Amazon.com**.

One of the benefits of your LOTS Membership is the ability to buy, sell or swap train-related items with other LOTS Members. If you are looking for a piece that's been hard to find, have some pieces you want to offer to your fellow enthusiasts, or possibly to trade something you have for something you want, take advantage of the LOTS *Track Changes* forum.

It's **FREE** and **EASY AS 1-2-3** to list your Haves, Wants, and Trades either by submitting the **form below** or online via the LOTS web site at **www.lots-trains.org**.

**TRY IT -- YOU WILL LIKE IT!**

## *Lionel Operating Train Society* **Track Changes Ad Submission Form**

**When submitting ads, please abide by the following rules:**

- Family & Junior Members may not advertise.
- Fifty words per category. (**Haves, Wants, Trades**)
- **You must use this form (which may be photocopied) or you may submit your ad using the online form located at [www.lots-trains.org](http://www.lots-trains.org).**
- Please use a separate ad form for each category.
- Each item advertised must be identified as follows: By number, road name, type of item, any variation (if applicable), condition, and price. Please insert any special requirements at the end of the ad. (e.g. 2352, PRR, EP-5, tuscan, N/OB, call time, S/H cost).
- Items must be graded in accordance with club standards (see LOTS Constitution Article III, Section 4), and priced.
- Improperly submitted or illegible ads will not be printed or posted.
- **Track Changes is posted to the Web site as ads are received for ninety (90) days and printed quarterly March, June, September and December.**

**Send this completed form to:**

**LOTS Track Changes  
6376 West Fork Road  
Cincinnati, OH 45247-5704**

Name: \_\_\_\_\_

LOTS # \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Best Time to Call: \_\_\_\_\_

(Please use a photocopy of this form to submit ads in more than one category. Each box in the table below represents one word.)

Circle One:	Haves	Wants	Trades



**Lionel Operating Train Society**  
**2016 Business Meeting Minutes**  
**Valley Forge (Philadelphia), Pennsylvania**  
**July 15, 2016**

President Phil Howe convened the Annual Business Meeting at 7:02 PM in the Laurel Ballroom of the Radisson Hotel in Valley Forge, Pennsylvania. There were 107 members present.

Phil introduced the following officials who were present: Vice President Pete Slater, Secretary/Treasurer Ralph Knelly, Chairman of the Board of Directors Tom Bromstrup, Director at Large Mike Rotolo, and Director at Large Bruce Weinel. Immediate Past President Ed Mazur was absent. Phil then introduced the following Appointed Officials: *SWITCHER* Editor Ralph Spoettl; Legal Counsel Scott Kuntz; Librarian Mike Solly; Business Manager, Archivist, and Web Site Co-Manager Paula Smith; Web Site Co-Manager Larry Smith; Car Shipping Agent Victor Bodek; and *SWITCHER* Editor Emeritus Don Carlson. President Howe appointed John Billone to serve as Sergeant of Arms for the meeting.

Walter Baumann made a motion, seconded by Cris Matuszak, to accept the minutes of the 2015 Business Meeting as printed in the October 2015 issue of *SWITCHER*. Motion carried unanimously.

President Howe reported that the club is in excellent condition with growing Membership, successful Conventions, a useful and productive website, and appealing merchandise that interests the Membership. He stated that we have a few of the following cars remaining for sale: V & T Mint Cars, Porter Locomotive Parts Boxcars, Edelweiss Flat Cars with Trailers, Zephyr Boxcars, and Tucker Boxcars. Howe recognized the other members of the car committee: Scott Kuntz, Cris Matuszak, Pete Slater and Ed Mazur. He requested any car suggestions to be forwarded to the committee. Howe indicated that our participation in the *World's Greatest Hobby on Tour* shows has produced a significant number of new Members for LOTS.

Secretary/Treasurer Ralph Knelly reported that the club is sound. He reported that LOTS Auditor Cary Coverdill has completed the Audit and the 2015 Financial Statement. He indicated that during 2015 Lionel has shipped all the outstanding car orders from the previous years.

Vice-President Pete Slater reported that he had received a note from former Vice President Wayne Gatzke's widow sending her greetings and thanking Members for their support. Slater then announced the 2016 LOTS Extra Car as a Santa Fe Unibody Tank Car in the popular Warbonnet deco scheme. This car will be available for ordering in August.

*SWITCHER* Editor Ralph Spoettl thanked proof readers Bob Shaw and Jerry Graff. He indicated *SWITCHER* will continue the "Here's What I Did" series of articles, and requested more articles from Members on their favorite train or reviewing products. Members submitting articles of 300 words or more will receive \$10.00 of "LOTS Loot" when the article is published. Don Carlson announced that even though he has lost his eyesight, it did not stop him from writing an article for *SWITCHER*.

Howe reported that the site of our 38<sup>th</sup> Annual 2017 Convention will be Denver, Colorado. Howe turned the meeting over to Paula Smith, who presented features of The Radisson Hotel in Aurora, a suburb of Denver. The hotel has free parking, airport shuttles and a free shuttle to area restaurants and attractions. Smith mentioned numerous railroad attractions and home layouts being considered for the tours, including an Amtrak Excursion and a trip to Cheyenne, WY to see the restoration of Union Pacific Big Boy #4014. A poll was taken to determine whether the Members preferred a long day or an overnight excursion, with the latter being preferred.

Howe then turned the meeting over to Chairman of the Board Tom Bromstrup. Tom presented a certificate of appreciation to Mike Rotolo for his collective twelve years as a Director.

Tom Bromstrup thanked Election Chairman Mike Solly and announced the recent Director election results with Tom Bromstrup, Bruce Weinel, and Victor Bodek each being elected to a three year term in office.

At 7:49 PM, a motion to adjourn was made by Bob Shaw, seconded by acclamation from the floor. Immediately after adjournment, door prizes were awarded.

Respectfully submitted,

*Ralph Knelly*

LOTS Secretary

# 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-profit hobby club. Currently 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 operating some of the fine related products from Lionel and other O-Gauge manufacturers, such as AtlasO, 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 become 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, annual dues, 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](mailto:lotsbusinessoffice@juno.com)  
or at our web site – [www.lots-trains.org](http://www.lots-trains.org)





# Lionel Operating Train Society (LOTS) Membership Application

## Help LOTS grow..... Share this application with your friends!

Please answer all questions, print clearly and be sure to date and sign the applicant's signature line in the middle of the application. Please allow two to three weeks for processing. You will be added to the mailing list for the next issue of *SWITCHER*, but your Membership card will not be mailed until the end of the month following the month you applied for Membership.

Name: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Occupation: \_\_\_\_\_ Date of Birth: \_\_\_\_\_ Phone: \_\_\_\_\_

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 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):

- ☐ 1 year Regular Membership (RM) - \$41.00 (\$6.00 Initiation Fee + \$35.00 Dues)
- ☐ 2 year Regular Membership (RM) - \$74.00 (\$6.00 Initiation Fee + \$68.00 Dues)
- ☐ 1 year Junior Membership (JM-under 18 yrs) - \$21.00 (\$3.00 Initiation Fee + \$18.00 Dues)
- ☐ 2 year Junior Membership (JM-under 18 yrs) - \$37.00 (\$3.00 Initiation Fee + \$34.00 Dues)
- ☐ 1 year Family Membership (FM-Spouse or Child of RM) - \$15.00 (\$3.00 Initiation Fee + \$12.00 Dues)
- ☐ 2 year Family Membership (FM-Spouse or Child of RM) - \$25.00 (\$3.00 Initiation Fee + \$22.00 Dues)
- ☐ If Spouse or Child of RM is signing up for a Family Membership.....Spouse of RM- \_\_\_\_\_ Child of RM- \_\_\_\_\_

### Non-U.S. Mailing Addresses:

- \_\_\_ Canada & Mexico - \$15.00 one year
- \_\_\_ Canada & Mexico - \$30.00 two yrs
- \_\_\_ All Others - \$25.00 one year
- \_\_\_ All Others - \$50.00 two years

**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

Credit card number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_ CVV: \_\_\_\_\_

Name (please print): \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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](http://www.lots-trains.org)

**This application supersedes all others. Effective April 1, 2014. 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 Past Cars Order Form (Revised 8/16)



**V&T Mint Car: \$70.00**  
**PRR Porter Boxcar: \$72.00**  
**Burlington Zephyr Boxcar: \$73.00**  
**CGW Flatcar with Trailers: \$74.00**



### Special Offer:

Now order these cars at a  
 special discount price!  
 SEE PAGE 2 FOR DETAILS



**V&T Mint Car** (Ships 5 - 7 Business Days after payment is processed.)

**PRR Porter Boxcar** (Ships 5 - 7 Business Days after payment is processed.)

**Burlington Zephyr Boxcar** (Ships 5 - 7 Business Days after payment is processed.)

**CGW Flatcar with Edelweiss Trailers** (Ships 5 - 7 Business Days after payment is processed.)

\_\_\_\_\_ x \$ 70.00 \_\_\_\_\_  
 \_\_\_\_\_ x \$ 72.00 \_\_\_\_\_  
 \_\_\_\_\_ x \$ 73.00 \_\_\_\_\_  
 \_\_\_\_\_ x \$ 74.00 \_\_\_\_\_

**Subtotal of Cars:** \_\_\_\_\_

**Sales Tax: OH Residents (7%)** **Subtotal x .07:** \_\_\_\_\_

**Shipping & Handling: \$11 for the first car, plus \$5 for each car thereafter:** \_\_\_\_\_

**Grand Total Due:** \_\_\_\_\_

**Name:** \_\_\_\_\_ **Member No.** \_\_\_\_\_ **Phone:** \_\_\_\_\_

**Street:** \_\_\_\_\_ **City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**E-Mail Address:** \_\_\_\_\_

**Type of Payment:** ☐ Check # \_\_\_\_\_ ☐ Money Order ☐ Visa ☐ MasterCard ☐ Discover

**Credit card number:** \_\_\_\_\_ **Expiration Date:** \_\_\_\_\_ **3-Digit Code:** \_\_\_\_\_

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

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 (may be photocopied) to:**

**LOTS - Past Club Cars, 6376 W Fork Road, Cincinnati, OH 45247, Fax: 866-286-6416 or [www.lots-trains.org](http://www.lots-trains.org)**