

Keeping Track Newsletter



If you have a better email to use or would like to be removed from these emailings, please send an update to membership@traincollectors.org.

In addition, if you have a story and pictures you would like to share with the rest of the teen train world, please submit them to the same email address.

Volume 15: Issue 3 Holiday 2018

Kevin Quinn—TCA Teens/Kids Chairman

I want to talk about the recent train show with NYSME. I heard a lot of positive feedback about the show. Including vendors we had well over 200 attendees, which is pretty good for our local show. I saw some really neat stuff on the tables and I saw quite a bit of it walk out the door. We had two really cool attractions at the show this time. One was our own Craig Kasmin with his Retro Railroad. New and improved from the last time, it's bigger and has more push button accessories. This very cool layout ran all day and put many a smile on people's faces. Huge thank you and great job goes out to Craig.

The other cool attraction was METCA's Kids Club (SC4HT) 40x 60 layout scaled down to about 10 x 14. Joe Zimmerman put together this layout on Friday night, sized perfectly just for our train show. Several members of SC4HT showed up and had that layout humming along. Between both layouts the kids, young and old, had a great time playing with the layouts.

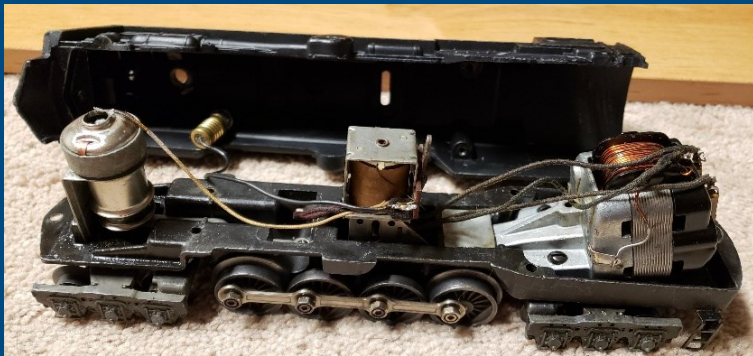
Thank you to Craig, Joe and all the kids who participated in operating the layouts. Great job guys!



FIXING A CLASSIC TURBINE

LUKE STITT TCA Teen #18-9885

Hello, my name is Luke Stitt. I work for Mr. James Spangler at the Menards booth and I will be talking to you about the Lionel Pennsylvania Turbine locomotive and green streamlined coaches that I bought this year at the York 2018 October TCA meet. The engine is one that I had been wanting to get for a while and saw this and knew that this was the engine I needed to get it before I was too late. The engine did not run, but it would turn on and act like it wanted to run: I figured that the problem was some old grease that had basically become wax. I figured it would be able to be fixed, so I bought it from the guy for \$25. I was thankful for the price he gave me for the locomotive. I then sought out a whistle tender just like it would've had. He had one, but it was in bad shape and I wanted something a bit nicer. Eventually I did find one and bought it. The train had been repainted at one time within its life, so I bought a new front sticker for it and put it on the front. I had gone up to the "Kids Run Trains" layout and I had asked if they had any gear lube, so I could work some new oil in there. The gentleman who helped me was David Bjorkman, who is knowledgeable and made sure I did the correct steps in repairing the locomotive. What I had to do first was take the shell off, so I could be exposed to the internal components of Lionel engine. My second step was to figure out where the gears were, so I could clean them out and oil them I had to gently and carefully remove the motor, so I didn't break any off the wiring or gears. I then was able to see the gears once the motor was pulled out, then I proceeded to put medium thickness oil into the gear and around it. Once I did that the wheels began to move freely again which was wonderful news, next came to clean the motor itself out. First, I put some more oil around the worm gear on the motor and turned it so that I would be working it into the motor itself.



I had to remove two screws that held the motor onto the base of the engine, then had to carefully remove the black cap on the top of motor, with a little help of a flat head screwdriver to pry up on the cap. Gently we removed the cap, so the bushings didn't spring off. Once removed, I put some more oil on the small rod that the motor spins on, then cleaned off the top so the bushings made good contact to the motor after they were wiped off. I then had to put the springs back on the bushings and reassemble the motor onto the base. Once the flathead screws were put back on and were snug on there I was able to test it. The "Kids Run Trains" group were so kind to let me test my engine out on their track since it was so long. The engine was slow and very sluggish, so I basically "walked" the engine around the layout just to work in the oil. Another member of KCRR saw me doing this and started talking to David about if I had placed new grease into the area where the gears were. I responded "no" because the metal plate was stuck and couldn't move it. He then said it would be okay to pry up on it with a flathead just to remove it and get grease in the gears. Once the plate was removed I was able to pack the spot with grease and get it working into the motor and gears which helped it run much better. Once reassembled, I put the engine on the track and then with a little help it took off and was running, I was filled with joy and excitement that the little engine I bought was working better than ever! The engine was able to pull its own weight and eight boxcars and a caboos (including tender as part of the engine.) That was so exciting to me that the engine I bought for \$25 was now one of my best working locomotives.

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National Toy Train Museum NEWS!

Winter 2018 Events

12/1/18 – Saturday – Santa – canned item admission to benefit Factory Ministries, visit with Santa

12/8/18 – Saturday – Santa – canned item admission to benefit Factory Ministries, visit with Santa

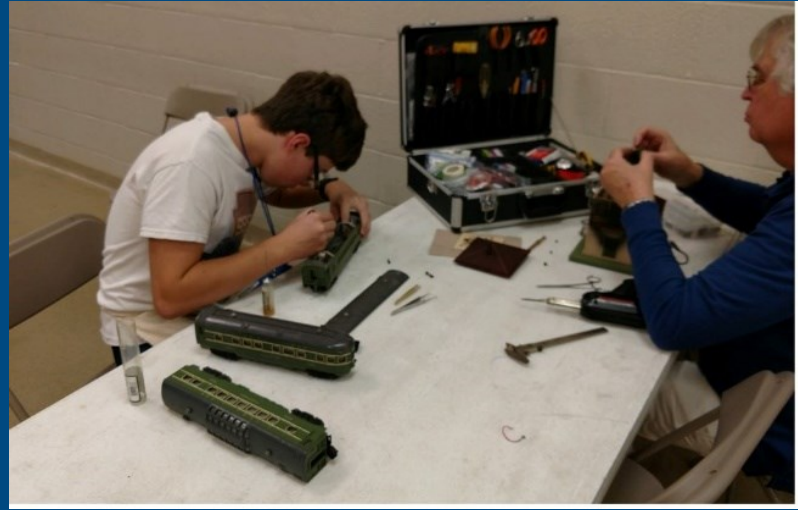
-Passport for Fun – special activities from 11 – 3 (Holiday Ornaments)

12/15/18 – Saturday – Santa – canned item admission to benefit Factory Ministries, visit with Santa



LUKE STITT

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The next day I was wandering around and I found the green streamlined coaches for the locomotive at the same booth I bought the locomotive. I took them back to the test track to check if they worked well; the only one that didn't work was the Chatham coach, which needed to be fixed. I went back to the booth and decided to purchase them. The gentleman gave me a junior discount on the locomotive the day before and now gave me one on the coaches for \$45. I agreed and paid him. I then went back to work for some time before I asked if I could go wander around for a while. Mr. Spangler, my boss, agreed because he wanted me to enjoy the show and go explore. I grabbed my coaches and went up to the layout again and saw David there working on the smoking unit for the burning switch tower accessory. I had oiled the wheels at the booth I worked at and then asked if I could hook my coaches up to the rear of one of the engines running around. They agreed, and the coaches were soon running around behind the Lionel Lion chief plus 2-8-2 Baltimore and Ohio Mikado locomotive. But still that coach's light did not illuminate, so I removed the coaches and sat down at the table with David. He looked and saw that the one connection had come off and needed to be fixed with a new wire and some soldering. I soon removed the C clamp holding the truck to the base. I later cut a new length of wire and soldered it to the connection point on the truck and ran it through the hole in the base and soldered it to the light connection. I reassembled it and gently placed it on the track to make sure I did not short out the entire layout. The coach now lit up almost perfectly, with just a few flickers when running around the layout.

I am so thankful for David for helping me here and there during the rebuilding of the engine and coaches to make sure I was on the right track, I would also like to thank the "Kids Run Trains" and "Kids' Creek Railroad" groups for letting me use their layout and cars and engines at times. During the rebuild I only had to use a flathead screwdriver, needle nose pliers, Lionel engine grease, oil, solder/soldering gun, and wiring. The engine is now an everlasting part of my layout and collection of Lionel trains and cars. Hopefully you enjoyed this article and maybe you'll see more in the future.

Just for Fun

