



DELAWARE SEASIDE RAILROAD CLUB

www.delawareseasiderailroadclub.com

ISSUE # 126

FEBRUARY 2015



Editor - Bill Mixon

302-682-4652

P.O. Box 479, Ocean View, DE 19970

Engineer's Two Cents



Winter has its own Advantages

When we get over the Christmas and New Years festivities, get the Super Bowl out of the way and hunker down for the next 6 or eight weeks until yard work beckons, I like to think about how best to store away the trains or service them. The extra hours of run time they likely have been exposed to would normally require lubrication at this point anyway. So this is great time to work on those items, or perhaps finish up or even start a new project.

Servicing before storing any trains, especially engines, is always a good idea. I'd remind anyone with a smoking locomotive or caboose to make sure to drop in 6 to 10 drops of smoke oil and then make sure to leave the piece upright for at least 5 to 10 minutes before wrapping it for storage. Be sure to lubricate all axle bearing points and contact rollers, and if accessible remove old grease and lubricate with a suitable light lubricant. (I use white lithium grease available at most hardware stores in small tubes.) When packing trains, consider where you are storing them, either conditioned (heated and cooled) space or not. If conditioned space, simply using any soft material will work. If the items are usually in a damp area, using an absorbent material close to the train will help absorb moisture. Finish the wrap with newspaper or other material that when rolled will help protect the piece.

If you are trying to finish up a building or an extra scenic area on the layout, this is a great time to get that done. I find that even when it is cold I can spray paint in the garage if I store the paint indoors, and use an old cardboard box as a paint booth to reduce over spray damage. Either way, I hope you can move forward on all your train activities during the last weeks of winter.

Good Luck. Oh, and by the way, be sure to check out the Calendar this month for the upcoming club activities.

John Hodges, Engineer



2015 FEBRUARY						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8	10 - Club Meeting - South Coastal Library - 7:00pm			12	13	14
15	16	17	18			
22	23	24	25			
						27 - set up Seaford Fire House - 1:00pm
						28 - Seaford Train Show - 9:00am to 3:00pm

...NEWS...NEWS...NEWS...NEWS...

DSRC SHIRTS - the membership approved a motion to purchase tee shirts to be sold at train events and on the website. The shirts will be available for the Seaford Train Show. The final design will be decided at the printers. The following is an example of what will be printed:



FIRST FROST - the annual Allentown First Frost Train Show will be February 21 and 22. If you haven't been to this show, in my opinion it's the best show in the East outside of the TCA York Show.

NEWSLETTER - this will be the last newsletter this year for non-members. Sign up today.

There is a new "Home" Committee. We lost our home with the fire in the Historic Georgetown Train Station. Bill Mixon and Doc Dougherty are serving on the Committee. If you know of any place we could rent or purchase to use as a "Home", please contact a committee member. Look around your neighborhood. Maybe someone has a building that is not in use, or a piece of land on which we could place a pole building. It should be in a place that is easy to get to. We don't need a lifetime commitment. Anything we could use for two years or more would work for us. Parking area is important.

A new official club shirt will be offered this Spring. It will be a polo shirt, 50/50 cotton and poly, will be embroidered, and will have a collar. It will be available in sizes S through XL for \$25 and 2X and up for \$27. There will be a sign-up sheet at the February meeting. The shirts can also be ordered by calling Committee members Doc Dougherty, 539-3891 or Bill Mixon, 827-4278. New hats are also coming.



HOW MUCH ARE MY TRAINS WORTH?

Not too long ago, I was at the Post Office mailing some items I sold on ebay. The clerk asked me what was in the package and I replied: trains. The clerk told me he had some Lionel trains from the early 1960's and asked if I would be interested in purchasing them. I agree to meet him the next day to look over his trains and give him an offer. When I saw the box of trains, I offered him \$100 for the box. He replied that they are Lionel trains. My response was that if you purchased top of the line trains in 1960, they would bring a premium price today; but, if you purchased a beginners set, there would be little value in played with trains. I showed him the Greenberg's Pocket Guide to Lionel Trains and the current values. He accepted my offer. I went home and listed them on ebay. After five days, I sold them for \$110.00. I later went back and showed him what I got for the trains.

I tell you this story because we all tend to overvalue our trains. So how do we find out what they are really worth? The obvious answer is : they are worth what someone is willing to pay. The next question is; What is a reasonable amount to ask for? There are several places to find the answer to this question. As an example, I will use a train I recently both purchased and sold: Lionel # 2343 Sante Fe AA Units. There are really three things which help determine the price of a train: 1. Condition, 2. Desirability, and 3. Rarity. I could add a 4: does it have the original box? I graded my Sante Fe as C-7 - Excellent, very desirable, not so rare, no box.

The first place I looked for values was the Greenberg's Pocket Guide. Here it was listed as \$250 for Very Good, \$600 for Excellent.

The second place I looked was on ebay. What did this train actually sell for? The average selling price for this train for the past six months was \$225. The average price on ebay as I write this is \$175.

The third place to look is on the internet at www.liveauctioneers.com. The average price of the last ten sets sold was \$182.50

The fourth place to look for prices would be at train shows. I purchased my set at a train show for \$175.00

- C-10
Mint—Brand New: all original; unused and unblemished.
- C-9
Factory New
—Brand New: all original; unused; may evidence factory rubs and the slightest evidence of handling, shipping and having been test run at the factory.
- C-8
Like New
—Complete all original: no rust, no missing parts; may show effects of being on display and/or age; may have been run.
- C-7
Excellent
—all original: minute scratches and paint nicks; no rust and no missing parts; no distortion of component parts.
- C-6
Very Good: Minor scratches and paint nicks, minor spots of surface rust, free of dents. May have minor parts replaced.
- C-5
Good
—Sign of play wear: scratches and minor paint loss. Small dents, minor surface rust. Evidence of heavy use.
- C-4
Fair
: Scratched, moderate paint loss, dented missing parts, surface rust. Evidence of heavy use.
- C-3
Poor
—Requires major body repair: Heavily scratched, major rust and missing parts. Restoration candidate.
- C-2
Restoration r required.
- C-1
Junk—parts value only

SO, HOW MUCH ARE MY TRAINS WORTH?



~~\$600~~ \$250* ~~\$175~~

* this is what I sold them for on ebay.