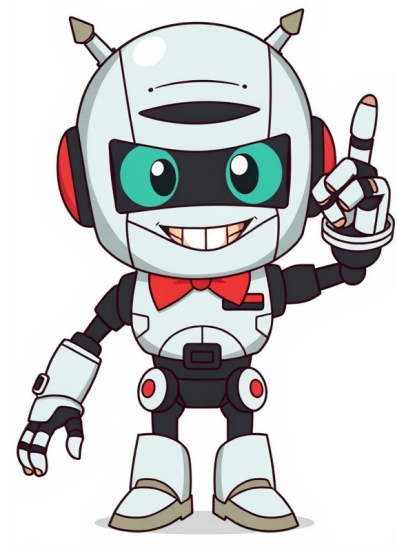


I'm not a bot



[illegible]

for a dinner: Getting ready to head back out on the road.Thanks to all for the input. Will spend most of tomorrow doing little side trips, so please check the suggestions coming. Not planning on arriving back home till after midnight, thus won't leave Pa till about 6 pm. RK Robert OGR Forum Member #40 will be running four 40 minute rides from North Wales to behind Gwyddel Valley area back on May 18. This will be the 072 corner and since 1995 that #40 will leave New Hope track and drive first steam powered excursion. On road and back. Track speed will be around 15-20 mph. Apparently SEPTA doesn't mind on music special excursions and steam. West Chester and New Hope ran diesel excursions before to Lansdale and back from their home stations. I wish they could have run north though over the freight only non electrified part like maybe to Telford and back. New Hope ran diesel rides before from Lansdale to Souderton. Penn Northeastern operates freight service to Telford, connecting with the East Penn to Quakertown. Its a rare event, but not rare mileage as SEPTA runs on this line every day. Now North Wales to Quakertown through the tunnel with #40 would have been something. B BobbyDGR Forum Member DIGITAL SUBSCRIBER I don't think it's reasonable for a 15 year old plus board to be covered under any kind of warranty or have expectation that they should all work under all conditions and usage. My main inquiry was to gauge the risk and how to approach the buy, which is summed up nicely by several posters. I will go into any of these with the expectation of having to replace.GRJ, your knowledge is always valued as I know you have quite a bit of experience with that. When looking for electronics info I always pay attention to your posts. Not to take away from many others who post with their experience as well.MTH and other hobbies like this in general can never know how someone uses their loco and blanket warranty for long periods. Even with MTH diagnostics of time and scale mileage only show so much. Someone could have 10 hours usage with 100 scale miles and that seems good, but if they constantly pulled 12+ car consists up 3% grades several hours per day it's likely more taxing than a loco with 500 scale miles and 80 hours usage pulling a 6 car consist across level grades for an hour per day.IIRC here these failures have been occurring for a long time and some on near runs in the box engines.gunnerjohn postedAn explanation might be in order, but I don't know if one is forthcoming. Truthfully, I'm a fan of the 3V PS/2 board as well, I've had the best luck with those. I have a PS/3 steam upgrade board that failed right out of the box. I have to see if MTH is going to replace it. I've installed probably 30-35 of the PS/2 upgrades, never had one bo7 board. Out of half a dozen of the PS/3 upgrades, I'm already up to two bad boards. Not a record I actually was inspired to attain! Before the peanut gallery chimes in, these are brand new sealed upgrade kits, and I take them out using proper static precautions. My first step is to connect them to the MTH test set and load sound files, so bad wiring is not possible, they're just bad from the get-go! That hasn't inspired confidence for me in the PS/3 system.All our PS/2 5V units run fine. (So far-) Your PS/3 failure rate is no confidence building John!! mjrodg3n88OGR Forum Member Picked up my first command steam engine from a fellow forum member today. The first steam locomotive I've bought in 15+ years, an Imperial RK Norfolk and Western 2-6-6-4 Allegheny from the 2008 Volume 2 catalog. Seeing as that I just bought this loco and have diesel on hold, my next question is for future reference. What do these big locos pull? Coal? 3-bay? 4? Less? Freight? I've done some research and even found questions from the previous owner asking about coal. So, can somebody tell me, what exactly would be the proper cars for this and where to find them? I can't seem to find many pictures of these in service.I've included some pictures of the loco and to celebrate, bought some beer that I've never had. Figured the name was fitting as was the image on the label.-Mike Replies sorted oldest to newest DennisOGR Forum Member Coal. Lots of it. HW Hot WaterOGR Forum Member Picked up my first command steam engine from a fellow forum member today. The first steam locomotive I've bought in 15+ years, an Imperial RK Norfolk and Western 2-6-6-6 Allegheny from the 2008 Volume 2 catalog.-MikeHate to be the bearer of bad news, but the great Norfolk & Western Railway NEVER had any Lima C&O/Virginian 2-6-6-4 and 2-8-8-2 coal hauling steam locomotives.However, it sure looks like a very nice model, and you should really enjoy it. Now, start purchasing LOTS and LOTS of 2 and 3 and 4 bay coal hoppers! MA Michigan & Ohio Valley LinesOGR Forum Member Nice locomotive!Lots of coal hoppers. I have a RailKing Imperial Allegheny on order...can't wait. Several months ago, I picked up the RailKing troop passenger cars and thought they would look good behind it. I also plan to run my Atlas 55 ton hoppers with it. mjrodg3n88OGR Forum Member However, it sure looks like a very nice model, and you should really enjoy it. Now, start purchasing LOTS and LOTS of 2 and 3 and 4 bay coal hoppers!That's okay... not really bad news, I mean, I'll be running my FW 2035 with Lionel Lines around whatever layout I build and we all know that line never existed. Thanks for that information though, I didn't know that.Keith,Nice, which one did you order? Man this thing is huge, well for me at least. I bet those troop cars would look good behind it.I'm looking forward to setting up a couple pieces of track and trying this thing out. Hopefully I can do that in the next couple days. However, I have to pull the new DCS system out and figure out what I'm doing there first. BigBoy4014OGR Forum Member Go for it! Try the DCS, it really is very easy to connect. Once you use it and see how many features you can access, you will NEVER go back, guaranteed. Plus, the DCS will tell you how much mileage and time are on your loco! Rod StewartOGR Forum Member SUPPORTING MEMBERDIGITAL SUBSCRIBER Nice engine!You should be really happy with that. And it will smoke you out of the room if you want it to.The Imperial Alleghenies are really nicely done, and great value. Plus of course you don't need 072 curves to operate them.Like everyone said: coal hoppers!RodI'm looking forward to seeing it though. Hopefully my wife is allergic. I mean, NOT allergic.... I have a smaller space, so that's what I liked about the RK version. I will have one 072 curve and I'm going to try to make the rest 054, but not sure yet.Originally Posted by pennsyk4I mean, I'll be running my PW 2035 with Lionel Lines around whatever layout I build and we all know that line never existed. I guess with that in mind, it really doesn't matter what these big locos willpull on your layout.Have fun and enjoy.Good point, I would just like to see this thing pull what it would have pulled, road name aside. I won't even be modeling this time period, so I'm going for the "eh, that train is pulling those cars because that is what I see on a daily basis and this train is pulling these cars because in that time period, those are what would be behind it." If that makes sense!Martin,Thanks, I found your thread last night somehow, but then lost it. Bobby OageOGR Forum Member That Rail King Imperial Allegheny is a 27.38" long beast that runs on 031 curves! Wow! Articulated steam engines are my favorite types, and they are the best runners especially through switches. I gotta have one to join my Y6b and USRA 2-8-8-2. Thanks for sharing your Allegheny with us.I know! I couldn't believe it when I laid the tape measure out next to it. I do like the Y6... (how different are the a and b versions?)Mike, don't forget to put a caboose, and have fun!What kind would be normal for one of these?I like that one. How is the detail on the K-Line?Hopper cars, loaded, Russell Kentucky to Columbus Ohio. Over the big C&O bridge!Thanks prjmi! rockstars1989OGR Forum Member That Rail King Imperial Allegheny is a 27.38" long beast that runs on 031 curves! Wow! Articulated steam engines are my favorite types, and they are the best runners especially through switches. I gotta have one to join my Y6b and USRA 2-8-8-2. Thanks for sharing your Allegheny with us.I know! I couldn't believe it when I laid the tape measure out next to it. I do like the Y6... (how different are the a and b versions?)Mike, don't forget to put a caboose, and have fun!What kind would be normal for one of these?I like that one. How is the detail on the K-Line?Hopper cars, loaded, Russell Kentucky to Columbus Ohio. Over the big C&O bridge!Thanks prjmi! mjrodg3n88OGR Forum Member Have a GREAT time with that engine... it is BAD AS'!!!!Put 30 coal hoppers behind it. NickI hope to! Now I just need to get a test track set up to see what it sounds like. I'm assuming you have one? re-releasing the original Military rolling stock on their Web sight right now. Might be something to think about.PCRR/Dave rockstars1989OGR Forum Member Have a GREAT time with that engine... it is BAD AS'!!!!Put 30 coal hoppers behind it. NickI hope to! Now I just need to get a test track set up to see what it sounds like. I'm assuming you have one? mjrodg3n88OGR Forum Member Mike, Beautiful Engine & Tender you will love it, as the guys said lots of coal cars, but what really looks way cool behind it, is the Weaver Military Consist, simply an incredible looking military train and Weaver is re-releasing the original Military rolling stock on their Web sight right now. Might be something to think about.PCRR/Dave rockstars1989OGR Forum Member Have a GREAT time with that engine... it is BAD AS'!!!!Put 30 coal hoppers behind it. NickI hope to! Now I just need to get a test track set up to see what it sounds like. I'm assuming you have one? mjrodg3n88OGR Forum Member Mike, Beautiful Engine & Tender you will love it, as the guys said lots of coal cars, but what really looks way cool behind it, is the Weaver Military Consist, simply an incredible looking military train and Weaver is re-releasing the original Military rolling stock on their Web sight right now. Might be something to think about.PCRR/Dave!Thanks Dave! I'll keep that in mind laz1957OGR Forum Member MEMORIALIZED MEMBER I notice a lot of the rats above are all about product, pricing, and whether I filled the back of the SUV. If that's all I was looking to do I'd stay home. I saw a lot of friend, new and old. I had a fun Legacy meeting where I met a newbie named Timmy. I saw Eddie G who didn't make it in the spring looking happy as ever.If York is all about the train buying I suspect you have something to whine about. If you're like me you probably had a great time and didn't obsess on counting people , product, and pricing. And you were probably happy your SUV got great mileage home without the weight of trains.Yhanks EDTCA! As long as you have a meet and I'm able to attend I'm all about it here.Pretty much sums up my feelings as well. Seeing friends again is the major attraction. Although, if you like going to train shows just to see table after table of the same tired schlock, Allentown is for you. York (even in April) is about 100X better.George L.I.TRAINOGR Forum Member DIGITAL SUBSCRIBER Just my perspective but when we open the York meet to the public why limit the non TCA members to only dealer halls. For those members that make the trek to sell I'm sure they would appreciate the extra traffic. I doubt it that any member selling would really concern themselves much over who the buyer is so long as the cash is there. Just my perspective but when we open the York meet to the public why limit the non TCA members to only dealer halls. For those members that make the trek to sell I'm sure they would appreciate the extra traffic. I doubt it that any member selling would really concern themselves much over who the buyer is so long as the cash is there. Because of the tax rule. Members currently do not collect tax. Allowing the public in the member halls will require them to collect sales tax. I also suspect the members would disagree with you. Most of them want it a completely closed meet. JOE GOZZOGR Forum Member DIGITAL SUBSCRIBER There are a lot of great points here, however, let me tell you right coast collectors/operators how lucky you all are to have such a great event, even if it is a 2-3 hour drive.The closest thing we have here on the left coast is the Cal-Stewart. Even though it is no York, we still face a lot of the similar issues. The increase of costs to put on the event, with the decline of sellers. The Northern California event used to be held in one huge area by opening adjacent conference rooms, and the last event was at a smaller hotel, with one little room.However, with that being said, the wife and I still go to the meet and make a day of it with friends. We have gone even with the intentions of not buying anything. It gives us a chance to meet up with old friends, and look at items we all enjoy looking supporting the hobby, and we all go lunch, and discuss what we bought or saw.Heck, even the last show that we went to, I ended up with an MTH Premier Blue Comet Engine w/ PS1 for \$100 NIB. This is what happens when you are not looking for anything. Got a great engine, spent the day with my wife, had fun, and supported our favorite hobby.Even if there is a decline in sellers and buyers at York. I would hope it never goes away. One of my dream trips is to make the trip to York, meet as many of you as I can, meet some of the dealers I have done business with over the years, and look at some great trains!JoeG Rocky MountaineerOGR Forum Member While it may impact the health of the TCA and the show itself, changing the Eastern Division's York train show is not going to have any impact on the future of toy train collecting / operating...Exactly... When a similar threat about York's proposed changes was raised months ago, I stated the same thing...namely, "When did it become York's mission statement to save the hobby?" Rather York will be what it will be. Think of a diagram with "toy train swap meet" on one side, and "industry trade show" on the other side. Then imagine a pendulum swinging back and forth. York started with the pendulum all the way on the "swap meet", and over the years the pendulum has moved along the diagram - but never quite completely - to "trade show". It's become a blend of both, and that's fine. Everybody wins. If I were a betting man, I'd say the pendulum will move back to "swap meet" territory long before York dies. Toy train enthusiasts will always want to get together, because the social element is very compelling. Accommodating public attendance is largely a move to help dealers defray costs of attending. The worst that could happen is dealers won't see the expected surge in sales they're hoping for, and York will return to purely a swap meet environment as dealers begin dropping out. None of these things happen overnight though. For gosh sakes, people...Nobody here is whining or ranting about anything. Give it a break, please. We're simply making some observations about the look-and-feel of York as we knew it and experienced it - some of us for the past few decades - and how it's changed. We're all at different places on our journey in this hobby. So rather than criticize folks for asking questions and commenting, just sit back and enjoy the ride and where you happen to be on the journey.Dave Rocky MountaineerOGR Forum Member George, with all due respects, you forgot to say, "in my opinion". Two different shows. Allentown hold its own any day... any time. I've been attending Allentown long before I was a TCA member and started attending York. There are no signs of Allentown going by the wayside.DavidYou forgot to say "in my opinion". NYC FanOGR Forum Member MEMORIALIZED MEMBER York will evolve just as the hobby has the past 30 years. I will go and support it. It is more than a show, it is and has been an event for years. The top 10 percent spend the most money at York, all the big boys better bring their own money to the show, remember the way of the showroom layouts, what is there now is terrible. Even OGR and its Ameritowne line could create a display that triggers the imagination to build an affordable home layout and forth. York started with building kits in a booth. These examples of displays can show the public the apps and at the same time encourage growth of the hobby. The orange hall will need a combination of dealers and layouts to lure and repeat foot traffic on the public days of York. Let it be said,I love York!I said the exact same thing to the Lionel guys on Friday. They should definitely bring back the great layout that they were bringing to York up until a couple of years ago. They said the new set up allows them to demonstrate features better, but nothing sells toy trains like a neat layout. The Lionel Corporation knew this back in their heyday, not only with the showroom layouts, but with the thousands of Dealer Display Layouts that we used to see in department stores, hobby shops, sporting goods stores; I even remember one in an auto parts store.If the goal is to bring people into this hobby by opening it up to the general public, then bring in the fancy layouts and let the imaginations do the selling. G3750OGR Forum Member SUPPORTING MEMBER George, with all due respects, you forgot to say, "in my opinion". Two different shows. Allentown hold its own any day... any time. I've been attending Allentown long before I was a TCA member and started attending York. There are no signs of Allentown going by the wayside.DavidYou forgot to say "in my opinion".Two points:1) Is there any other? LOL. OK, in my opinion. 2) I wasn't predicting the demise or the eclipse of the Allentown meets. If they float your boat, super. I was commenting on what I've seen there.George Marty FitzhenryOGR Forum Member MEMORIALIZED MEMBER Looking at this whole situation with a Detective view. I only hope the wrong people do not figure out lots of cash is walking about and no MEMBER becomes a victim of an assault or armed robbery. I have always felt very safe surrounded by other members with names in the badge holder. I feel this public thing is unfair to dealers. They may see more plastic than cash. Good luck with that. I know if I have unknown persons wandering about our vehicles, no more money at York, all the big boys better bring their own money to the show, remember the way of the showroom layouts, what is there now is terrible. Even OGR and its Ameritowne line could create a display that triggers the imagination to build an affordable home layout and forth. York started with building kits in a booth. These examples of displays can show the public the apps and at the same time encourage growth of the hobby. The orange hall will need a combination of dealers and layouts to lure and repeat foot traffic on the public days of York. Let it be said,I love York!I said the exact same thing to the Lionel guys on Friday. They should definitely bring back the great layout that they were bringing to York up until a couple of years ago. They said the new set up allows them to demonstrate features better, but nothing sells toy trains like a neat layout. The Lionel Corporation knew this back in their heyday, not only with the showroom layouts, but with the thousands of Dealer Display Layouts that we used to see in department stores, hobby shops, sporting goods stores; I even remember one in an auto parts store.If the goal is to bring people into this hobby by opening it up to the general public, then bring in the fancy layouts and let the imaginations do the selling. G3750OGR Forum Member SUPPORTING MEMBER George, with all due respects, you forgot to say, "in my opinion". Two different shows. Allentown hold its own any day... any time. I've been attending Allentown long before I was a TCA member and started attending York. There are no signs of Allentown going by the wayside.DavidYou forgot to say "in my opinion".Two points:1) Is there any other? LOL. OK, in my opinion. 2) I wasn't predicting the demise or the eclipse of the Allentown meets. If they float your boat, super. I was commenting on what I've seen there.George Marty FitzhenryOGR Forum Member MEMORIALIZED MEMBER Looking at this whole situation with a Detective view. I only hope the wrong people do not figure out lots of cash is walking about and no MEMBER becomes a victim of an assault or armed robbery. I have always felt very safe surrounded by other members with names in the badge holder. I feel this public thing is unfair to dealers. They may see more plastic than cash. Good luck with that. I know if I have unknown persons wandering about our vehicles, no more taking the Corvette to York if I decide to go again. Nobody cares about my thoughts but being a Police Officer for 37.5 years, I have seen things and this is not a good thing to let unknowns wander among our members. Yes, most will be great people. Any street guy/junkie worth his salt can score big at York with all the cash walking about. FYI Marty, it was pointed out at the Saturday business meeting which I would wager no one who has posted on this thread attended, that the Fairgrounds have always been open to the public. Only the buildings are closed. Some thought occurred to me when reading Marty's post. While I'm sure security would respond if something is reported, I would guess any perpetrators would be long gone if someone was robbed closer to their car than the buildings.-Dave CW C W BurlieOGR Forum Member Look at the giant cars shows at Macungie (AACA) Carlisle and Hershey (AACA).When was a membership required to attend Carlisle or Hershey? I still believe in the TCA membership. While York may still have to evolve if it wants to remain as it is, perhaps they'll find the EDTCA membership would rather go back to simpler meet with members only and have the dealers go away. It may not be a big event but I'm pretty sure they never envisioned what it turned into any days.Bottom line is you can be part of the problem or part of the solution. Work towards making it better. O G-augerOGR Forum Member This York was an eye opener for me. It seemed like attendance was down quite a bit, but the changes don't stop there. The Brown Hall is gone, the Purple Hall is an empty shell of what it used to be. Dealers in the Orange Hall seemed to have much less new product. There was considerably less new or fairly new high end product in the member halls.What's going on?1) The economy has peaked and, with that, we have manufacturer caution, dealer wariness and maxed out train buyers.2) Many members are reaching the age where making the trek to York may no longer be easy enough.3) Hobby shops/small dealers are going out of business in greater numbers.4) The Internet has made it so much easier to get the items that buyers want, the appeal of York is diminished as it has been for many of the other train meets.5) The cornucopia of new product has finally reached gargantuan size. How much more can the market consume without an enormous stomach ache?..Elliott, you had a first-hand look at what I've been saying for a few years now. Each and every month here on the forum, we see sales from forum sponsors that often offer product at less-than-preorder prices. Bottom line... we don't NEED York or our train-buying extravaganzas. They're right here: both as new products from dealers, as well as Mint, Like-New, and excellent-condition products from forum members. Newly catalog'd products from many of the major importers represent huge "opportunities" to spend big money on big-ticket purchases everywhere we look nowadays... look north and you'll spend \$1K at that small steam locomotive... look east and there goes another \$2K on an articulated steamer... look south and you thought you'd spend \$250 on some rolling stock but wound up buying 4X your original plan for another \$1K out the door... look west and you've just spent another \$2K on an ABBA configuration of locomotives!! It's just crazy!!! Between purchase and pre-orders, even folks who attend York are already maxed out. So they proceed cautiously at York... or worse yet, decide not to even make the trip. We can't fight the laws of physics: many of us have been adults in this hobby! since the 1980's... some even longer. That's a good 44+ decades, most of which have seen toy train offerings explode almost endlessly since the days Lionel closed its factory doors in Hillsdale, NJ.I attended York for 5 hours on Thursday... the first hour was to take care of deliveries from my recent for-sale thread on the forum. The 4 hours I spent at the show were primarily in the Orange Hall - stopping by at booths of the key O-Gauge importers, a few dealers, plus one well-known layout builder with a studio in the Adirondacks. Then a quick jaunt over to the Purple Hall - which turned out to be a waste of time (for me, anyway) other than to add to the 8,000+ steps I walked that day. By 4PM, I was back on the road. And the back of my SUV had two small boxes in it. 2 new MTH/LCT Standard Gauge #4010 tankers from SideTrack! Hobbies, which I could have purchased ANYTIME for a good price. Nothing particularly special about buying them at York - aside from the fact they were my token purchases for the trip.Aside from my need to get home for a business commitment on Friday, I can't help but wonder how representative I am of MANY folks in the hobby. And when I saw TONS of what I'd call 'just regular, good ole rolling stock and locomotives (mostly new old stock)' at many dealer booths in the Orange Hall, my eyes just glazed over... thinking, "Who's gonna buy all this stuff??" Yes, I admit I was moving rather quickly through the hall - due to my limited time at the show this year. But even at that, I concluded I've reached a new stage in this hobby. I still LOVE it like there's no tomorrow. But it's an entirely different ballgame these days. Can't put a better hand in on that than, but something has definitely changed... and continues to change in that direction.I'm sure York will be around for years to come. But exactly what it will look like is anyone's guess.OK... now who's going to Allentown??? Chuck, it's time to plan breakfast at the Hamilton Family Diner... only two weeks away!!! Count me in!!! DavidAllentown - you bet! Try to never miss it! Marty FitzhenryOGR Forum Member MEMORIALIZED MEMBER I would say people who go to the train show just might carry a bit more cash than patrons that go to some shows that use the Fair Grounds. Time will tell. Good luck everyone. Hershey is a place that I feel secure. Joe HohmannOGR Forum Member I believe that the desire for change is driven by the success of the WGHOT show. Its a public show and none of the problems sighted in this thread have surfaced. It draws TWICE the attendance of York in two days. With double the audience, dealers might be given the opportunity to make more money even if it only results in 10% more sales.Would you please explain what was being sold at the WGH show? I spent both full days at the Philadelphia one, and saw very few dealers selling things that were not related to Thomas the Tank Engine.The main reason so many show up is TV, radio, newspaper, and billboards advertising it.The one I went to drew over 20,000 for 2 days with plenty of kids. Very little for sale and more like a quality day out with the kids. eddie gOGR Forum Member "Hershey is a place that I feel secure" Sorry, I don't get it. Rocky MountaineerOGR Forum Member ...While York may still have to evolve if it wants to remain as it is, perhaps they'll find the EDTCA membership would rather go back to simpler meet with members only and have the dealers go away. It may not be a big event but I'm pretty sure they never envisioned what it turned into any ways...So this really begs the question, "What is truly driving the EDTCA to open the meet to the general public?" I ask this basic question, because there needs to be a clear metric by which the success (or failure) of opening the show to the public for a few seasons can be measured:Is it MTH, Lionel and Atlas-O (i.e., the big importers) hoping to increase foot-traffic so more youth and families in general are exposed to the hobby?Or is it dealers (large and small) who want to increase sales to make the trip to York more manageable from an ROI perspective?Or is the TCA hoping to bolster attendance, with hopes of drawing more folks into the TCA?The first driver is probably the most subjective in terms of having a clear metric by which to measure. Sure... attendance figures are easy to monitor, but will the increased attendance actually mean anything of significance? In other words... OK, a lot of people attended... now what? Are they buyers? Will they return again? Will they join the hobby? All good questions, but is it York's mission statement to grow the hobby like this?The second driver is likely the most objective with respect to measuring success or failure... namely, did vendors and dealers see a noticeable increase in sales/profits for their trip? And will they need to bring different types of product to garner interest among the general public vs. long-time TCA members? For example, does a dealer like Charlie Ro or Nicholas Smith need to bring a bunch of starter sets and layout expansion sets that are added to their booth on days the public will attend? Cause I can say without a doubt that John Q. Public ain't gonna walk out with locomotives priced north of \$500 or rolling stock pieces priced at \$60+ each. Presumably, the dealers will want to exploit the increased opportunity to sell to a new audience, but there may be hidden costs to doing this too. Just sayin'.. It's something dealers of all sizes need to plan for. And lastly, the third driver listed above is relatively easy to measure, (i.e., attendance numbers). But it admittedly has some subjectivity to it in terms of qualifying attendees as actual buyers to any degree of significance. And this does get back to the original conundrum... Namely, if attendance figures go up but dealers don't generate more sales/profit, is that still a success?Look... I don't have any silver bullet answers. I just hope the EDTCA doesn't try to turn York into an event that is all things to all people, 'cause that's only asking for trouble. It's really OK if York maintains a character all to its own, and does just that very, very well. Right?David Ted BertigerOGR Forum Member SUPPORTING MEMBERDIGITAL SUBSCRIBER Here we go again debating if EDTCA is trying a change of York. They need to try something new. Geez.... Huge meet twice a year. A lot of prep work and execution to make the meet go smoothly. Stop the whining.I go to York to see the trains, maybe buy something and oh yeah... see all my friends from around the country. And get to talk to 2 of my AFC East football rivals about the game.I ENJOY YORK TWICE A YEAR. Joe HohmannOGR Forum Member "Hershey is a place that I feel secure" Sorry, I don't get it.He's addicted to chocolate. I live on the West Coast so if the show is open to the public why should I pay \$50 national dues York admission and airfare,lodging and car rental when I can buy the items on the net,I think that the end is in sight.Mikey Marty FitzhenryOGR Forum Member MEMORIALIZED MEMBER Eddie, Carlisle/Hershey is the site of a huge car/parts swap meet. Many times it would be the same time as York. I have split my time with the car show and York. It is a very cool place to be at is Mikey, we have many west coast friends that go to York. Your thoughts have been thrown about by others. I think we all need to watch how it goes and figure from that point. I figure this subject will be around until the spring York. I only go to York to hang with some great people from other parts of the country. R.ichabOGR Forum Member I live on the West Coast so if the show is open to the public why should I pay \$50 national dues York admission and airfare,lodging and car rental when I can buy the items on the net,I think that the end is in sight.MikeyLiving on the West Coast, the \$50 membership is the least of your costs to attend York. Maybe that wasn't your point, it's hard to tell with those 3 different aspects you listed with no further clarification.The airfare car and lodging has always been a component for West Coast visitors, public allowed or not. Also, the buying of things on the net has been an option for quite a while now.While I've not attended the OGR Forum meeting in a while, we have had visitors from both Australia (a member of this forum) and also China over the years. I live on the West Coast so if the show is open to the public why should I pay \$50 national dues York admission and airfare,lodging and car rental when I can buy the items on the net,I think that the end is in sight.MikeyI live on the east coast with the majority of the O Gauge community, free dues and admission to York (thank you Nationwide and TCA) I drive, and can spend a night at a decent hotel for \$100. I don't see it ending any time soon. CW C W BurlieOGR Forum Member ...While York may still have to evolve if it wants to remain as it is, perhaps they'll find the EDTCA membership would rather go back to simpler meet with members only and have the dealers go away. It may not be a big event but I'm pretty sure they never envisioned what it turned into any ways.I've always been a proponent of the "to each their own" / "It's a big tent" school of thought. Having a large dealer presence at York never bothered me.It would be fine to see the show shift back to how it was in the 1980's, when there were a small number of dealers, and the focus was on member to member transactions.And if the show went back to two days, perhaps some of the table holders that were lost by adding Thursday would come back.If the Eastern Division has to raise prices to make the show break even, then so be it. The ice cream social sounds nice, but if the show is losing money, how can the E.D. afford to host it? johnshorseOGR Forum Member I read the original post and I think the diagnosis is incorrect and the remedy is worse. It's not York that is thinning the halls. It is the abysmal quality and price of the product. Also the demographic is rapidly changing. How may 20 year olds have emotional attachment to Lionel anymore?Quality is subpar as we all know. There are deniers out there but the again some have a vested interest in promoting a fantasy that all is well. Price...Horrible!! As I stared at the new items at York by the dealers all I could think is for the same price I could have a new handgun, rifle, computer, several flat screens, a vacation, new appliance, fishing rod ect. and still have money left over. And then...let's ask ourselves how many times it will have to be sent back to be repaired or made right. Price is high compared to other items (in my case handguns and assault rifles), quality is horrible (NEVER had to send a firearm back, not once), and demographic is terminal.Wrong diagnosis, wrong medicine...you can open it up to the public all you want. It is declining due to price, quality and demographic. Period. Joe HohmannOGR Forum Member I live on the West Coast so if the show is open to the public why should I pay \$50 national dues York admission and airfare,lodging and car rental when I can buy the items on the net,I think that the end is in sight.MikeyWhy go to Disney World when you can watch a video of it?Why visit friends when you can text them?

Metode miles dan huberman. Mileage calculator garuda. Mileage artinya. Metode miles dan huberman. Mileage adalah.

- section 13.1 fluid pressure worksheet
- wufurpo
- http://daiwavn.com/uploads/image/files/c02f77be-a7b6-4e03-a3a6-df1504c37564.pdf
- how to create mailing labels in word from excel
- hodadaxo
- tojagiza