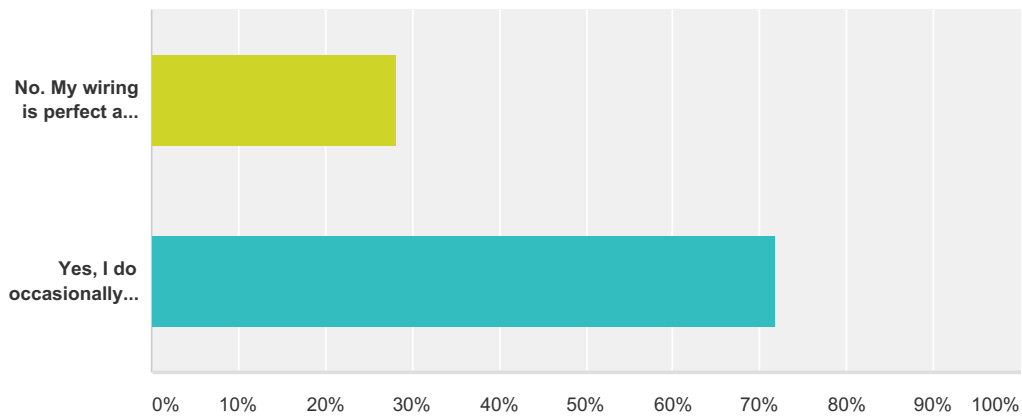


Q1 Do you sometimes have to deal with (or tolerate) voltage or continuity problems on your layout? These include annoying things such as power drop-off at the far end of a loop, loss of electrical contact while traversing switch tracks, excessive sparking or unintended reversing from dirty track, or some other operational glitch that you traced to the flow of those pesky electrons from the track through your motor and back? If you're a command control operator, do you ever have problems with signal loss putting you temporarily out of touch with your engines?

Answered: 46 Skipped: 2

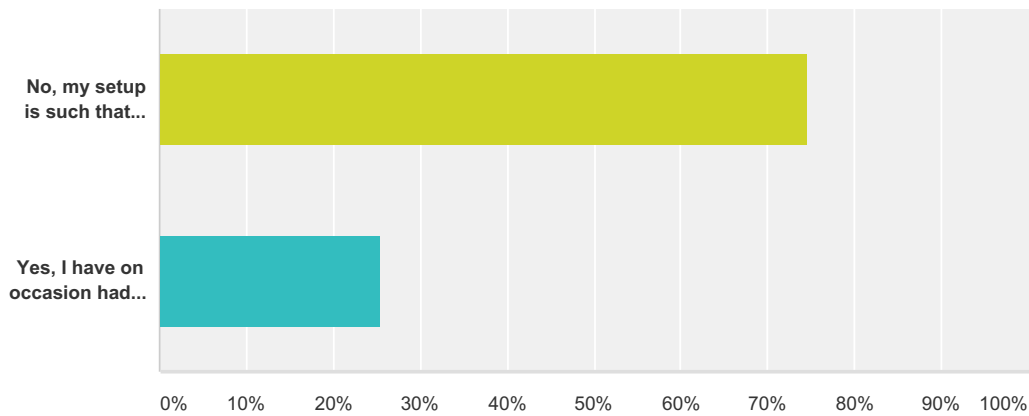


Answer Choices	Responses
No. My wiring is perfect and I don't see how anything could be improved by changing anything.	28.26% 13
Yes, I do occasionally have some problems with balky or erratic performance that I'm fairly sure can be attributed to less than perfect electrical flow (or command control signal strength) somewhere along the line.	71.74% 33
Total	46

#	It seems as though this should be a simple yes or no question, but if you want to elaborate, go for it.	Date
1	I have a simple Fastrack 4 by 6 layout, yet my power is so bad my locomotive won't make it halfway around the loop. I've cleaned the track twice now.	3/18/2016 6:47 PM
2	I have power distributed around the layout to keep this from happening. I do use command control.	4/25/2015 9:58 PM
3	This is on an older layout (built in 1950 and upgraded periodically by different groups since then) and upgrading the wiring and adding more drops and making sure switches have good power is a continuing project. And of course the problems when pickup rollers on light or automated cars drop between the rails...	12/31/2014 6:39 AM
4	Train speed on my layout is effect by the wiring and connections between tracks.	12/19/2014 3:36 PM

Q2 Do you occasionally set up layouts where access to a convenient AC outlet is a problem or where you end up having to run an extension cord over the track or across the floor? Or where getting power to your transformer is otherwise problematic? (Your friendly Train Talk manager recalls a county fair building in which the power fluctuated so badly that locomotive sound systems went berserk.)

Answered: 47 Skipped: 1

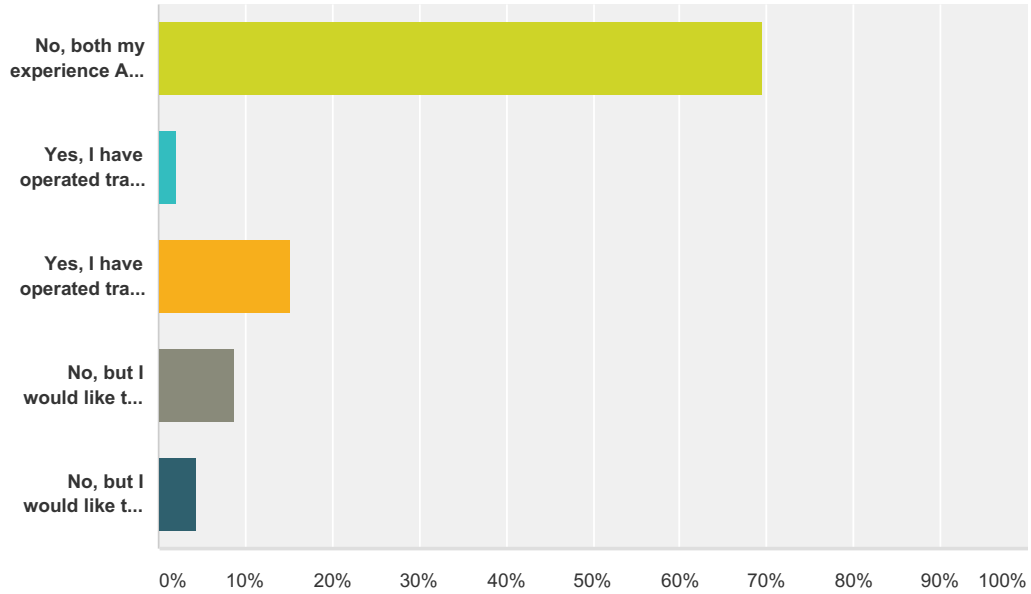


Answer Choices	Responses
No, my setup is such that getting dependable power to the transformer(s) is never a problem, nor have I ever encountered any such problems when setting up temporary layouts elsewhere.	74.47% 35
Yes, I have on occasion had to resort to bothersome "fixes" to get power to my transformer(s).	25.53% 12
Total	47

#	If you'd like to share any "war stories" on getting power from a wall outlet to a transformer, here's your chance:	Date
1	I might like to be able to set up a layout where I do not have to have access to 110V house power.	12/19/2014 3:36 PM
2	I use Lionel FasTrack around the Christmas tree and the transformer sits inside the oval, so getting its thick power wire across the track to a wall outlet is a problem. My solution has been to set up a Lionel girder bridge on two "stone" piers over the track and run the wire across the top of it. The bridge is also a handy place to put the smoke fluid bottle. Still, not having to deal with more wire under the tree is an attractive idea, and battery power might be the ticket! Modern DC can motors and LED car lighting keep the power draw low and should prolong battery life.	12/3/2014 11:21 AM

Q3 Have you ever operated trains (of any scale) outdoors or would you like to? You can select as many answers as fit your situation, but try not to contradict yourself!

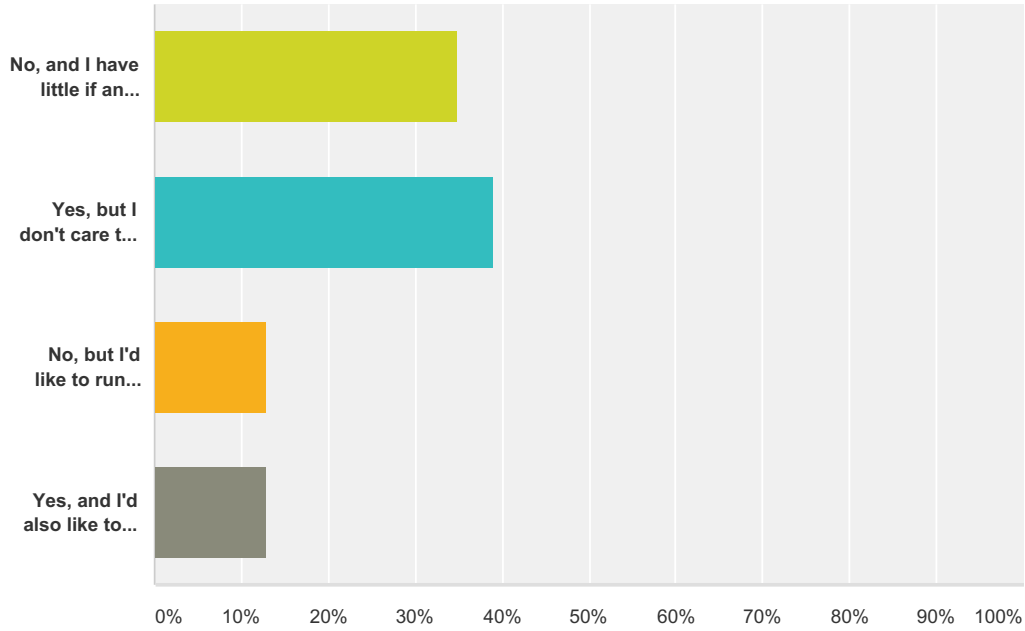
Answered: 46 Skipped: 2



Answer Choices	Responses
No, both my experience AND MY INTEREST are limited to indoor layouts.	69.57% 32
Yes, I have operated trains outdoors using on-board battery power.	2.17% 1
Yes, I have operated trains outdoors using track power.	15.22% 7
No, but I would like to operate trains outdoors using on-board battery power.	8.70% 4
No, but I would like to operate trains outdoors using track power.	4.35% 2
Total Respondents: 46	

Q4 Have you ever operated other types of remote-control models outdoors? These include remote controlled airplanes or land vehicles that are not tethered to the controller by a wire.

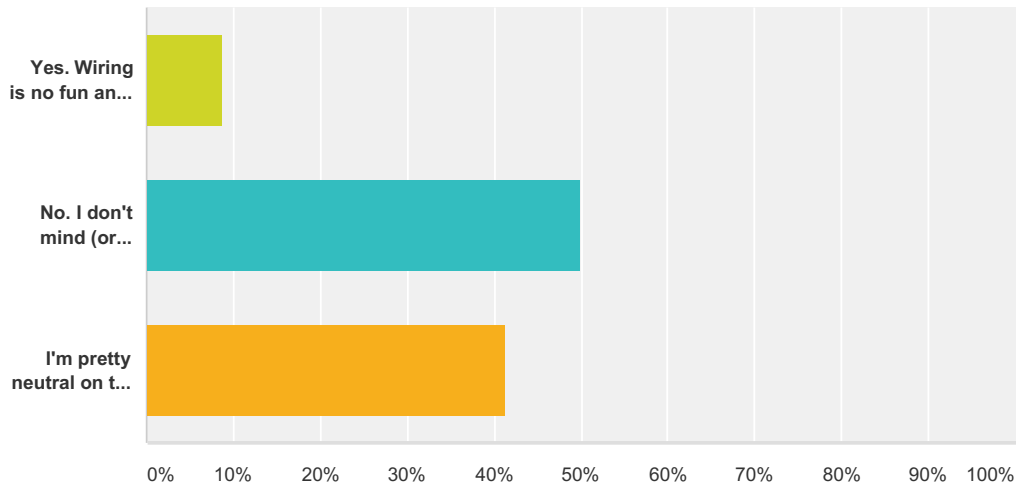
Answered: 46 Skipped: 2



Answer Choices	Responses
No, and I have little if any interest in doing so.	34.78% 16
Yes, but I don't care to extend the practice to trains.	39.13% 18
No, but I'd like to run trains this way if battery systems or "plug and play" easy-to-add modules for my existing equipment were available.	13.04% 6
Yes, and I'd also like to run trains this way if battery systems or "plug and play" easy-to-add modules for my existing equipment were available.	13.04% 6
Total	46

Q5 Would you consider battery power for a very large layout to avoid long power runs of heavy wire?

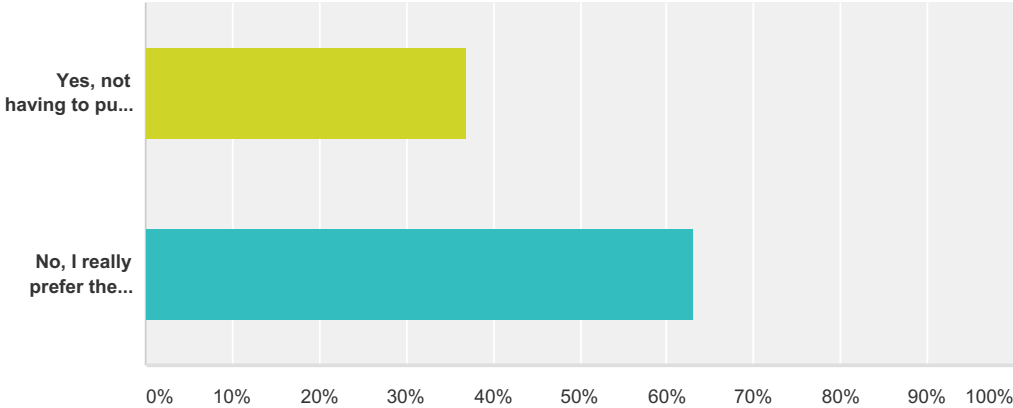
Answered: 46 Skipped: 2



Answer Choices	Responses
Yes. Wiring is no fun and I'd love to do without it.	8.70% 4
No. I don't mind (or actually enjoy) wiring layouts of whatever size.	50.00% 23
I'm pretty neutral on this question. While I don't mind wiring, I'd also be happy to do without it if an alternative were available.	41.30% 19
Total	46

Q6 Would you like to use battery power for temporary setups, such as a loop around the Christmas tree?

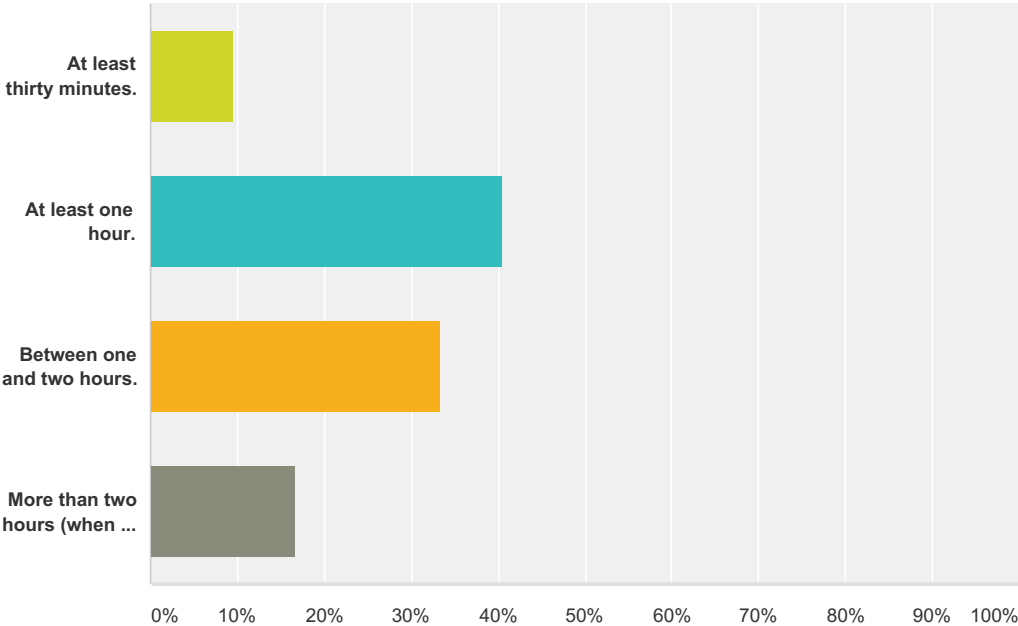
Answered: 46 Skipped: 2



Answer Choices	Responses
Yes, not having to put a transformer and wiring under the tree would be very convenient.	36.96% 17
No, I really prefer the traditional way of doing things, especially at times like Christmas.	63.04% 29
Total	46

Q7 What minimum run time between battery charges would you consider acceptable?

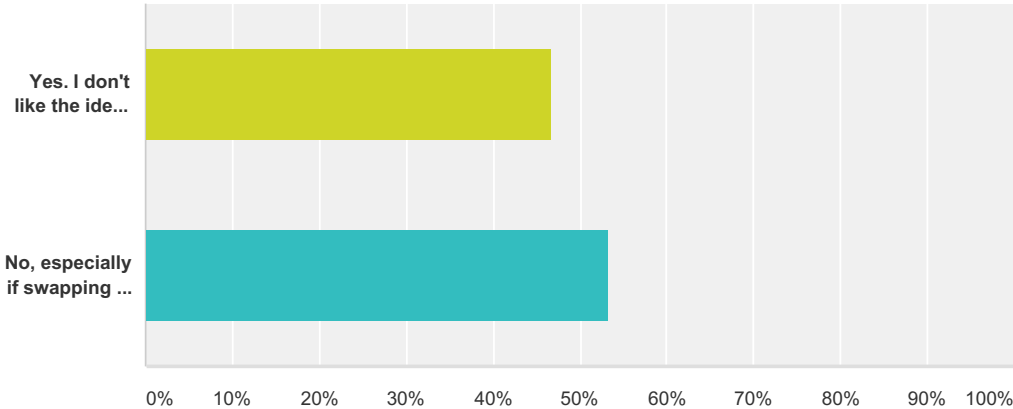
Answered: 42 Skipped: 6



Answer Choices	Responses
At least thirty minutes.	9.52% 4
At least one hour.	40.48% 17
Between one and two hours.	33.33% 14
More than two hours (when I run a train, I run it for a long time).	16.67% 7
Total	42

Q8 Do you feel that the need to recharge batteries is a game changer?

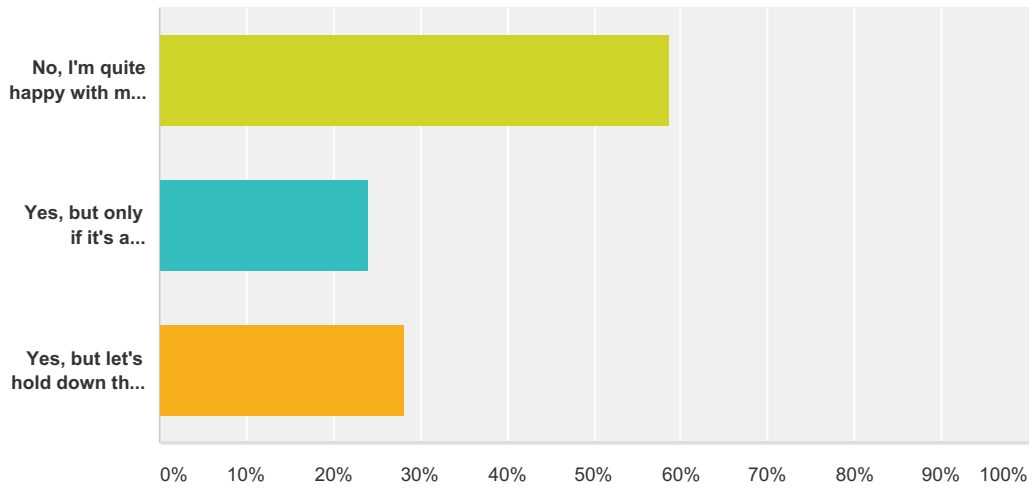
Answered: 45 Skipped: 3



Answer Choices	Responses
Yes. I don't like the idea of having to recharge batteries and would not care to use them for engine power.	46.67% 21
No, especially if swapping out depleted with recharged batteries is a quick and easy task.	53.33% 24
Total	45

Q9 Would you be potentially interested in a commercially available on-board battery system for powering your trains?

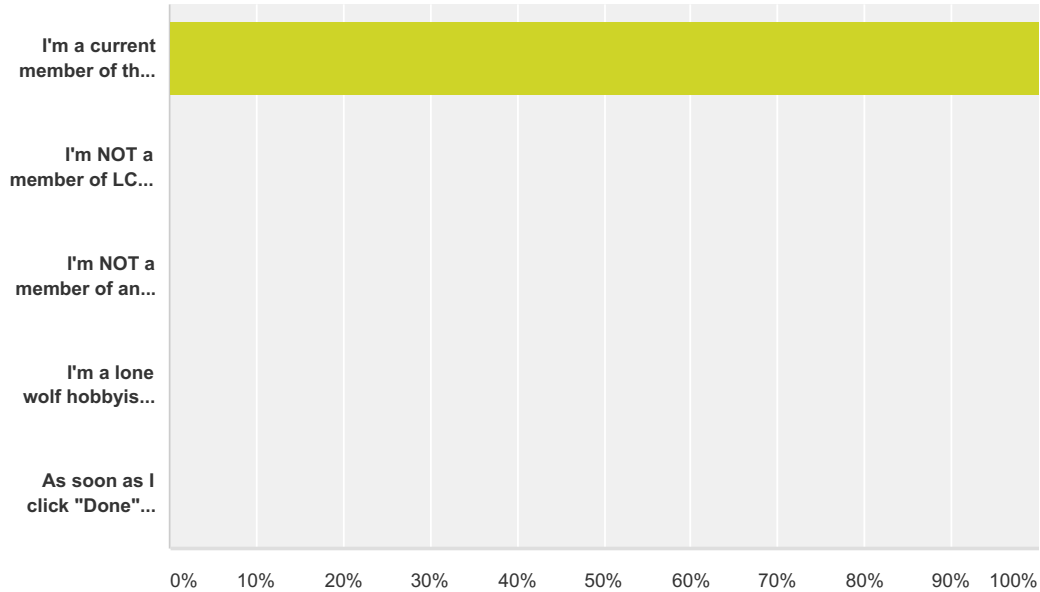
Answered: 46 Skipped: 2



Answer Choices	Responses
No, I'm quite happy with my existing methods of powering my engines.	58.70% 27
Yes, but only if it's a ready-to-go, plug-and-play system, such as, perhaps, batteries in a boxcar with a tether ready to attach to the engine.	23.91% 11
Yes, but let's hold down the cost by offering it as a kit for me to install.	28.26% 13
Total Respondents: 46	

Q10 Please select the statement that best describes your train club affiliation. (This question allows multiple answers so that you can select Answer #5 in addition to any other answer you have chosen.)

Answered: 7 Skipped: 41



Answer Choices	Responses
I'm a current member of the Lionel Collectors Club of America (LCCA).	100.00% 7
I'm NOT a member of LCCA but I AM a member of one or more of the other national train clubs (such as TCA, TTOS, LOTS, etc.)	0.00% 0
I'm NOT a member of any national train club but I AM a member of an organized local club.	0.00% 0
I'm a lone wolf hobbyist and am not a member of any organized train club at all.	0.00% 0
As soon as I click "Done" at the end of this TRAIN TALK session and am automatically taken to the LCCA home page, I'm joining the club or renewing my membership today!	0.00% 0
Total Respondents: 7	