

# Delmarva Timetable

News of the Delmarva Model Railroad Club

## September 2023

*Celebrating our 39<sup>th</sup> year of promoting model railroading*

Website: <http://delmarvamodelrailroadclub.org/>

Jeff Shockley, Editor

Facebook: <https://www.facebook.com/DMRRC>

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### Next Meeting

Our next meeting will be on Wednesday, September 6, 2023, at 7:30pm in the club meeting room. At the church's request, all members are asked to use the parking lot and not the grass area behind the building.

### In Memorium

#### Elmer Wayne McKay (1943-2023)

*Williams Funeral Homes & Shore Crematory*



ATC Elmer Wayne McKay, USN, Ret., 79, passed away Wed., Aug. 2, 2023 at his home in Atlantic, VA. Born August 16, 1943 in Baltimore, MD, he was the only child of the late Howard McKay

and Isa Mae Collins McKay.

In 1960, Elmer graduated from Parkville High School in Baltimore and enlisted in the United States Navy, beginning his service during the Vietnam War. Over the next 21 years he rose through the ranks, excelling in aviation electronics and engineering. Following Elmer's retirement in 1981, he and Mildred moved to the Eastern Shore of Virginia.

For many years, he worked for the NASA Wallops Flight Facility contractor, LTV, who was responsible for the development of the Scout

launch vehicle. During his time at Wallops, he also engineered and set up the original displays for the NASA Visitor's Center.

From a young age, Elmer and his father began making model trains together, a hobby that became a lifelong passion for Elmer. He was a longtime member of the Delmar Model Railroad Society, and over the years, meticulously constructed model trains and designed and created backgrounds for each station. Elmer also built several radio-controlled airplanes.

Though humble and kind, and never boastful, Elmer McKay made significant contributions through his life in service to others.

He is survived by his wife of 52 years, Mildred Lucille McKay, and his daughters, Tracie, Tina, and Tammy and their families.

To honor his wishes, the family will gather for private interment at the John W. Taylor Cemetery in Temperanceville, VA.

Contributions in Elmer's memory may be made to Riverside Shore Hospice, P.O. Box 616, Onley, VA 23418 or to Oak Hall Rescue, P.O. Box 128, Oak Hall, VA 23416.

#### In Memory of Elmer McKay 1943-2023

*Dave Elwell*

Most of you have known Elmer longer than I have. I met Elmer when I came to an open house in January 2022. I was looking for a club that had N Scale. I saw the pile of pink and blue foam and

I knew what I wanted to do, if allowed. Elmer, Bill and Steve were more than willing for me to have a go at it. Elmer had different scenery techniques than I do. I learned a lot from him doing scenery.

To me, Elmer was like a brother, older and younger, a father and a mentor to me. I enjoyed his company on Wednesdays. The last time I spoke with him was early July. He called me to see how my wife's surgery went. He was a friend. I will miss him.

Climb aboard Elmer, I hope you get a good seat in the dome car. Next stop... Willoughby's.

### November Open House Schedule Signup

*Karen Darling*

Signups will start September 1 and will be open for a little over 3 weeks and close at midnight on September 24. Once again, all signups will be done online at:

[www.modelrailroadopenhouse.com](http://www.modelrailroadopenhouse.com).

If you have any questions, please email us at: [modelrailroadopenhouse@gmail.com](mailto:modelrailroadopenhouse@gmail.com). If this is your first time participating in the open houses, don't hesitate to ask questions.

### Club News

#### Get Ready

Open House Season starts November 25 (11 weeks, 3 days from September 6 meeting.)

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### Crew Call for DMRRClub Prototype Operating Session

*Bill Deeter, HO Coordinator*

**When:** Saturday, September 16, 2023,  
12:00pm (please try and arrive around 11:30am  
to be ready to roll by 12)

**Where:** Delmarva Model Railroad  
Club <http://delmarvamodelrailroadclub.org/>,  
103 West State Street 2<sup>nd</sup> Floor (stairs only)  
Delmar, DE 19940

RSVP to: Bill Deeter [Dodge@yaho.com](mailto:Dodge@yaho.com)

The Sessions are open to anyone interested in Prototype Operations. Members of the club do have seniority on choice of positions. We get around 12 to 15 people per session but can easily accommodate twice that amount.

The rolling stock and motive power Is all on the layout and staged. *Please do not bring any rolling stock or motive power.*

We use FRS Radios with telephones at all the yards. The control system is DCC by Digitrax. We have both Simplex and Duplex wireless. We have a few UT 4 Rs and 2 new UT 6 Ds and FRS radios available for those that need them. Please bring your own if you have them.

We use Car Cards and Waybills and a loose TWC / OCS (Track Warrant Control / Occupancy Control System). The Dispatchers panel has full main line occupancy visibility and the main line is partially signaled. Track Warrant Control

authorizes the dispatcher to verbally instruct the train to proceed, via radio. This is sometimes called the Mother May I Move Method. The dispatcher selects the stations or mileposts between which the train may move.

We model primarily one sub-division of the B&O (Parkersburg Sub of the Ohio Newark Division) mainline from Parkersburg, WV (PH) to Chillicothe, OH (CH). Parkersburg is fed from the east by a staging yard, Grafton, WV (GR) on the PH Sub of the Monongah Division. There is a small amount of this Parkersburg Sub on the Monongah Division Modeled between GR & PH. Then the West end staging is at Cincinnati, OH (CI) feeds almost directly into CH. We also model the OR Sub from Parkersburg low yard to Huntington WV. The low yard is feed from Wheeling another **staging** yard.

The time period modeled Is early to mid-70's Chessie System with some modelers license to include passenger traffic based on the mid to late 60's.

We also have a few interchange tracks with the NYC @ Athens, OH and PRR out of Zanesville, OH which are both Penn Central in the 70's. No Conrail or Amtrak in this little part of the past yet.

### Cowboy Advise

I asked a cowboy why he was carrying a dachshund. He said he was once told, "To get a long little doggie."

### Layout News

#### New, on the Tinline Layout

Charlie wanted to show off a new addition to his Tinline layout. He bought the delivery vehicle on eBay and made the decal for it himself.



### August Dispatchers Report

*John A. Nawn, Chief Dispatcher*

Our HO scale August operations session was conducted on Saturday, August 12th. The session started slightly after Noon due to an intermittent electrical problem in Parkersburg High Yard. Once started, the session lasted 4 hours.

There were 19 operators present including the Superintendent, the Dispatcher, the Parkersburg High yardmaster (PH), the Parkersburg Low Yardmaster, and Chillicothe yardmaster (CH). This left 3 operators for the Ohio River division,

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1 operator on the Weiland and Port Charles and 10 mainline operators. We welcomed three first timers on the mainline this session, with operations conducted by 4 two-man crews, engineer & conductor, and two single operators.

For the fourth month in row, we again started at the top of the schedule. The electrical issue was traced to a blown reverser that precluded the use of the east leg of Parkersburg High yard. This meant that all outgoing eastbound trains were required to back out of Parkersburg onto the mainline on the west leg of the wye and then proceed east. Likewise, all westbound trains into Parkersburg had to pull past the west leg of the wye and back into the yard. Plans were put in place to replace the failed equipment before the next session.

Despite the challenges, 43 trains were dispatched on the mainline, 23 westbound and 20 eastbound with 519 cars moved between Grafton, WV, and Cincinnati, OH, including the Portsmouth sub. 140 cars were moved on the Ohio River Subdivision, with 7 trains containing 57 cars moved on the W&PC. This gave us a grand total of 719 cars moved during the session; once again, the most cars moved in any session so far this year. Four trains were annulled. No Form 19s were issued, and no crews died on the law.

We will again be starting at the top of the

schedule for our September session. As the railroad has been running well, the fun factor continues to escalate, so why not join us. Our September session will be Saturday, September 16<sup>th</sup>. This will be the next to last session of the year as we focus on the Open House season after our October session. All are welcome. I hope to see all our past operators again and, if you have not joined us yet, come out and join the fun! All scales, gauges, interests are welcome.

### Open House Season on the HO Layout

*John A. Nawn, Chief Dispatcher*

It's never too early to start thinking about our upcoming Open House season. Our Superintendent has already highlighted some of the things we are doing to get the railroad cleaned up and improved from a physical sense and I wanted to share some of the concepts we are working on from an operational perspective.

Accordingly, I wanted to share some thoughts of where we are headed with the blessing of our Superintendent and some of our senior yardmasters.

Fundamentally, our Open House sessions in the past have not been Dispatcher managed, but we are considering changing that for the 2023-2024 Open House season. Now, before you groan and say ugh, first read my philosophy below and then let's talk. This is not being offered as the final version, but the draft proposal for comment.

So please comment if you have strong feelings one way or another. This is submitted now, for review, 3 months before open house season and before the new timetable is issued.

Open house season is our annual chance to bring in some of our own equipment and parade it around the layout for the public. Not all of us model B&O. I model the SOO Line Railroad circa 1987, for instance, so I love to bring some SOO or CP equipment and let it stretch its legs around the layout. Sure, I have a 20 x 30 home layout, but it does not have continuous running, so I look forward to the Open House. But that's *NOT* the only reason for the Open House and, I would argue, not the main reason.

Understand that if you want to run your new engine, favorite non-B&O/C&O/W/M/Chessie stuff, show up any Wednesday night. Hopefully this is not the first time you've heard this, because I hear our superintendent state this all the time.

While Wednesdays are a 'work night', we typically don't have the railroad shut down. In fact, our yardmasters typically stage cars between operation sessions on Wednesday nights, using the railroad. The work we are presently doing, Ravenswood, the slag dump, Midland Steel, and the re-wiring do not typically require us to 'take down' the railroad.

If I'm not there, there is usually always

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someone present who could line a clear route for you around the layout, without impacting the work. And besides, maybe some of us present would rather ogle your stuff than get work done...So, *number 1*, you don't have to wait for Open House to run your own stuff on the railroad. (*You just cannot do it at Operations sessions*).

The main reason for Open House is to entertain the public. It's theatre. We are putting on a show for the public. Just like all of us are not B&O/C&O/WM/Chessie fans, nor all the public.

The variety and diversity of our collective favorite railroads creates interest from the public. Our trains are the actors and we, as passionate ambassadors of the hobby, are the producers. And just like any good, successful production, there must be a director (*we call that a Dispatcher on the railroad*).

Over the years I have been involved in several clubs and I have never seen another club so engrained in the community at large, so much a part of the local community, a non-railroad community for the most part, than ours. We matter to the community, which is cool, so we owe them a good show.

So why do we bother, other than the above? Well, two reasons. First, and I think I am preaching to the choir with this revelation, model railroading is expensive. And you know what, so is wood, electricity to run the railroad, keep the

lights on and heating and air conditioning the place, not to mention building maintenance, insurance, rent, etc., etc.

If you attend meetings and/or read the newsletter, you know about what we spend each year. If you do the math comparing dues to number of members, you quickly realize that we need two to three times the revenue that dues bring in each year to survive. The rest of the money comes from donations during open house.

Sure, we sell chances and have a sales table, but if no one shows up then no one buys chances or stuff, either. Bottom line, fact of life...we need the Open House to generate the income that allows us to keep playing with trains. And what makes people show up and part with their hard-earned money; being entertained by a well-run model railroad. One with constant and consistent trains, making their way flawlessly around the layout without derailments, stalling, or breakdowns. I don't think any of us want the dues to triple.

The second reason we host Open Houses is to, hopefully, attract new members. Certainly, we could get a lot more accomplished on the railroad if we had more folks helping. In addition to more hands, new members bring new skills and pay dues. And what makes people want to join the club, *being entertained by a well-run model railroad. One with constant and consistent trains,*

*making their way flawlessly around the layout without derailments, stalling, or breakdowns.* If we want to attract more members, we need to demonstrate that we know how to run a railroad.

So, what follows is the general outline of how we presently envision this working. Understand that I am the last guy in the world that wants more rules and more management. In fact, just the opposite. However, I think we can all agree that our operation sessions have been more fun when the operations are systemically and methodically directed as opposed to our typical Open House free-for-all. With some more 'management' of the Open House, the goal is to make it more fun for everyone while continuing to attract money and members.

1. Open House sessions will be conducted under the authority of a timetable much like our Operation Sessions. Parkersburg Tower will be manned, and the Dispatcher will direct all operations on the mainline. Operations on the Ohio River sub will be under the authority of the Parkersburg Low yardmaster, as we have done in the past. A new timetable will be issued after our last Operating Session on October 13.
2. All operators running trains during Open House must have and use a radio and a headset, just like Operating Sessions. All

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communication will be via radio with an attempt made to keep communication prototypical, also just like Operating Sessions. Headsets are necessary as sometimes it can get very loud in the room during Open House. And, having a head set on allows you to be an ambassador and converse with the public while monitoring the radio for instructions.

3. For each Open House session, a schedule will be developed broken into hourly slots. There will be six to eight slots available each hour, three or four in each direction on the mainline. Once you sign up for a slot, you are expected to operate a train for the entire hour, no breaks. So, plan accordingly. Once you take a train on the mainline, you are expected to continue to operate that train for the time for which you signed up for. Operators can sign-up for as many time slots as they like, but once you 'go on duty', you are expected to complete your time slot. Sign-ups for time slots will open before the date of the Open House and will be available on the day of the Open House until filled. Once all time slots are filled, no more trains will be permitted on the mainline for that slot.

4. You are, of course, invited and in fact *encouraged to bring your own trains* to run during the Open House.

- a. After the last Operating Session in October, yard tracks in Grafton, and Cincinnati will be cleared and opened for members to place their trains. This will be the primary location to stage members' trains. Other locations may be made available depending on space needs.
- b. Members are asked to only bring one full train *unless space permits otherwise*. Prior to bringing a second train, confirm with the Dispatcher or Superintendent that additional yard tracks are available. Your one train(s) can be the same train for the entire season, or a different train each weekend. However, you cannot introduce a new train onto the layout between the Saturday and Sunday session. *Keep reading*.
- c. Any member bringing a train will select and/or be assigned a yard track on which to place your train. That will be the yard track assigned to you for the weekend and/or the season. You cannot change tracks. Once you remove your train from the layout,

you vacate that track, and it becomes available to another member. Track assignments are subject to the discretion of the Dispatcher or Superintendent.

- d. Once you bring a train to the layout, it must complete five complete laps around the layout, trouble free and uninterrupted, in the direction in which you intend to operate. If the train breakdowns say, on the fourth lap around the layout, then you must restart all five laps. As it takes at least 30 minutes to complete five uninterrupted, back-to-back laps around the layout, this process cannot be done on the morning of the open house. Accordingly, no trains can be introduced onto the layout on the morning or weekend of an open house. *You must plan to be present on a Wednesday night, before an open house, to test your train and complete your five, uninterrupted, back-to-back laps. Seems harsh perhaps but remember the goal: constant and consistent trains, making their way flawlessly around the layout without derailments, stalling, or breakdowns. The public doesn't want to see you re-*

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*railing your train. The other operators do not want to be waiting while you re-rail your train. The public wants to see trains running around the layout which can't happen if you are re-railing your train. Constant and consistent trains, making their way flawlessly around the layout without derailments, stalling, or breakdowns.*

- e. No train can be staged for operation unless it has completed its five uninterrupted, back-to-back laps around the layout and has been approved and signed off by the Superintendent, Dispatcher or one of the Yardmasters.
- f. Once your train is staged, you will need to fill in the Staging Sheet identifying the yard, track, direction of travel (east or west), lead locomotive number, railroad, and owner's name. You will also be required to name your train in a prototypical way such as extra 2200, orange blossom special, etc. *This will allow for more prototypical communications as opposed to john's train, etc.* The Staging Sheet will also contain the signature block for the

sign off confirming that your train made the required five, uninterrupted, back-to-back laps. *The Dispatcher will need the Staging Sheet prior to the start of the Open House to be able to Dispatch the trains consistent with the operator duty signups. Therefore, no trains can be added the morning of.* The Staging Sheet is fixed on the Saturday morning of the Open House weekend, for both days.

- g. Once your train is staged and ready to go, it can only run in the assigned direction, east or west. If you want to run in the opposite direction, your train needs to be re-tested for the five, uninterrupted, back-to-back laps on a Wednesday night between Open House weekends in the other directions.
- h. If you do not intend to be present for all four weekends or at least back-to-back weekends, you may be asked to remove your train in the interim, to free up track space for others.
- i. Be respectful. No member is permitted to run another member's train without their express permission.
- j. Once a yard track is assigned, no other member may use that track until

the assigned member's train leaves the layout.

- k. If your train does breakdown during an Open House and can be re-railed/re-started, once it is rolling again, the Dispatcher will determine whether (1) it can continue to run, (2) direct that it returns to its yard track with the next pass (3) direct that it goes to the nearest siding or (4) direct its removal from the layout. The Dispatcher or Superintendent will make the final decision as to whether any train subject to (2) or (3) will be allowed to continue for the current weekend open house. Any train subject to (2), (3) or (4) will have to pass the five, uninterrupted, back-to-back laps again before being allowed to continue at the *next* Open House. *Constant and consistent trains, making their way flawlessly around the layout without derailments, stalling, or breakdowns.*
- l. The club, as before, will also have complete trains staged around the layout, with and without club power.
  - i. The trains with club locomotives will have been test run and completed their five laps at the

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time of staging. These trains are available to operate by any member who wants to run a train during open house but, as above, the movement of these trains is also under the direction of the Dispatcher and members wishing to operate these trains must still also sign up for a slot, as above. The same procedures outlined above likewise apply to the movement of the pre-staged club trains. *So, don't feel like you must bring a train to participate in the Open House. There will be club equipment available for those that will not be bringing a train.*

- ii. Club trains without locomotives are also provided for members who only wish to bring their favorite motive power. If you are only bringing locomotives, the same rules apply. The locomotives must be able to move around the layout five (5) times without incident *WITH* the club train you are intending to pull, attached. Likewise, you cannot switch club trains during an open house. Once your locomotives are

introduced to the layout, and coupled to a train, that's the train that will stay with your locomotives for the weekend or the season if you plan to attend every open house. If you wish to change locomotives, again, the same rules apply including the five(5) uninterrupted laps.

- m. If you are planning to bring your own power, it should be addressed to the engine road number, prior to arriving at the club. If you do not have the ability to address your locomotive ahead of time, this can be done at the club, but only on Wednesdays. Absolutely no locomotives can be operated on address 3, period, **END OF STORY!!**
- n. Saturday and Sunday mornings are not the time to address locomotives, troubleshoot trains, etc.
- o. If you absolutely cannot make a Wednesday night to have your train, make those five (5) uninterrupted laps, then you're asked to refrain from bringing a whole train. **With the approval of the Superintendent**, you can bring a locomotive that can be assigned to a club train.
- p. All operational changes will occur

roughly, on the hour. The Dispatcher may start bringing in trains and releasing trains a few minutes before and after each hour, so operators should be available 10 minutes before their selected time slot(s) and be prepared to stay 10 minutes after their selected time slot(s). No change of operations, expect in the case of breakdowns as described in K above, may occur between the hourly time slots unless otherwise directed by the Dispatcher.

- q. Operators are not expected to operate, nor permitted to operate any main line switches without the permission of the Dispatcher.
- r. The signal system will be functional and operating. Please pay attention and follow the signals to maintain proper train spacing. Likewise, operators are expected to know their location on the railroad, by the names of the towns, always. All locations are identified by name on the layout fascia. Again, we will be trying to keep train communications prototypical and its good practice for operating sessions.
- s. As is sometimes known to happen, should you give your throttle to a guest operator, which is fine, you are required

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to stay with the guest operator the entire time your train is moving on the layout.

Again, if you have any thoughts, please feel free to share with me at [janawn64@gmail.com](mailto:janawn64@gmail.com). Please provide your comments before September 30<sup>th</sup>, so that all comments can be considered, and changes made, as appropriate, before the issuance of the new timetable after October 13.

Our goal: *Constant and consistent trains, making their way flawlessly around the layout without derailments, stalling, or breakdowns.*

## September N Scale Module Report

*Ed Frampton*

It was a dark and stormy night. Watching TV under such conditions did not seem to be the best idea, I thought this would be a good opportunity to work on restoring some of my N-scale locomotives to life.

Then it occurred to me that holding metal wheels as I place them on metal rails attached to a power pack plugged into an electrical outlet during a lightning storm might not be much of an improvement. So, I waited until the storm was over. I had four ancient Bachmann steam locos that needed attention.

I hope I don't jinx it by saying so, but each of them is now running. One of them is running a little hot, and I'm sure all of them ran better 40 years ago than they do now.

They are nevertheless running, and I hope to have them in operation, even for a few minutes, during our Open Houses.

## Club Donations

*Jeff Shockley*

Bill Deeter has informed me that he is in the process of sorting through 2 rather large HO donations he has received in August. Among the items he has looked over is a large number of locomotives, rolling stock, people, electronics and scenery material.

He is hoping to have the sorting done in time to determine what the HO Group will keep and what will go to the White Elephant Table.

There was also a large O gauge donation made to the club. It is being overseen by Charlie Larrimore.

## Member News

### A Final Update on My Surgical Journey

*Jeff Shockley*

I had a post-surgical checkup on August 2. After the doctor went through the usual things doctors do (checking my blood pressure, checking my heart rate, listening to my chest sounds, etc.) he talked about the procedure I had done.

He explained that the tumor was 4-1/8" in diameter and weighed 2lbs., 2oz. After he removed it, he did an area exam and didn't see

any indications that the cancer had spread.

After reviewing the results of the CAT scan, I had done and the bloodwork taken on July 27, he spoke the 2 words I had been waiting to hear, in his honest opinion I am "cancer free"

I will have to have checkups every 3 months for the next 2 years, then every 6 months for 2 years, then yearly.

I can handle that.

## Railroad News

From Amherst Railway Society Facebook Page

### Rail Excursion Trips

#### *Whitehall Flyer* – September 23, 2023

On Saturday, September 23, 2023, the Amherst Railway Society (ARS) and the Massachusetts Bay Railroad Enthusiasts (MBRRE) are jointly sponsoring the *Whitehall Flyer* excursion train.

The train will leave Bellows Falls, VT at 9:45a traveling northwest to Rutland, VT, then west to Whitehall, NY. From Whitehall, the train will return on the same route arriving back in Bellows Falls at approximately 7:30 pm.

The train will be traveling on the Vermont Railway's Green Mountain Railroad between Bellows Falls and Rutland, and the Clarendon & Pittsford Railroad from Rutland to Whitehall. This is the first excursion train to run on this route since 2004.

*The train will consist of Green Mountain*

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Railroad's *Green Fleet* coaches and table cars, as well as business car *MacIntyre 4*.

Onboard food service is limited to light snacks and beverages. Box lunches can be purchased in advance.

To order tickets by phone, call 978-470-2066 Monday through Friday, 9a to 7p.

Please notify the MBRRE if any special accommodations are needed.

Current MBRRE and ARS members are eligible for reduced fares and preferred seating, if available.



**From Jim Hampton via *WTVF-News Channel 5, CBS-TV***

**Historic Nashville Steam Locomotive hits significant moment in restoration efforts**

Two Cranes lift 220,000-pound Historic Train to reinstall wheels

August 1, 2023 [www.newschannel5.com](http://www.newschannel5.com) Nashville, TN

The restoration of a World War 2-era steam locomotive, Number 576, is forging ahead at full speed, as it finally receives its wheels back.

With the support of the Nashville Steam Preservation Society and the dedication of passionate volunteers like Stephen Hook, this locomotive is on its way to being put back on the rails after decades of being in Centennial Park.

The locomotive, made famous as a backdrop to a photograph of Johnny Cash on the cover of *Life Magazine* in 1969, was on display in Centennial Park for decades.

Generations of people have fond memories of visiting the locomotive as children and playing on it, including Stephen Hook, who is now the Volunteer Coordinator for the Nashville Steam Preservation Society.

Hook has spent the last several years working on the locomotive.

"That was our opportunity to go through it and do everything right, and there's a lot of work that needed to be done just from the years of sitting in the park and the years the railroad ran the engine," Hook explained.

Reattaching the wheels is a delicate operation requiring the use of two cranes to lift the massive 220,000 pound train in the air about 18 feet.

The restoration of Engine Number 576 has been a community effort, with generous donors contributing around \$2.2 million to make this project possible.

The end goal is to have the locomotive back on the rails for the public to enjoy on excursions, reliving the golden era of steam locomotives.

"It was able to drag me up through Nashville traffic after high school on a Friday afternoon just to work maybe an hour or two before the sun went down on this thing," Hook said.

With the wheels back in place, the team can now focus on adding the finishing touches, preserving the locomotive's character while restoring it to its former glory.

Hook can't help but boil over with pride, knowing that soon the locomotive will resemble its 1940s self.

The Nashville Steam Preservation Society has exciting plans for the locomotive, aiming to complete a hydrostatic test of the boiler by the end of the year and conduct steam tests in 2024.

This September, they will host a fundraiser, offering participants a sneak peek of the route No. 576 will traverse once the restoration is complete.

To learn more about the project, get tickers to the excursion, or to get involved with the Nashville Steam Preservation Society, visit [www.nashvillesteam.org](http://www.nashvillesteam.org).

### Point to Ponder

Telling a woman to calm down works about as well as baptizing a cat.

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**From John Waldon via WDAF, Fox 4 News**

**‘His whole family was in his truck’:**

**Two kids injured in Cass County train crash**

*Jacob Kittilstad*

August 2, 2023 <https://fox4kc.com/> Kansas City, MO  
**Belton, MO** – FOX4 has new details after a train crashed into a semitrailer Tuesday near Belton.

Cass County deputies were called to the area of E. 187th Street and Holmes Road just before 4:30p Tuesday. The Missouri State Highway Patrol said the semitrailer got stuck on the tracks when the crash happened.

An 8-year-old, 12-year-old and 40-year-old woman were all taken to a hospital, according to the MSHP crash report.

The highway patrol said the group in the semi was a family with four kids. They were all in the cab when it got hit by the train.

The only person not in the truck was the driver, according to an MSHP spokesperson.

Investigators also echoed sentiments from neighbors that it’s extremely unusual to have that many people — much less children — along for a ride on the job.

The crossing at E. 187th Street and Holmes Road is back open now with a steep grade leading to the train tracks.

Karen Templeton, a direct neighbor to the tracks, said that’s why the truck got stuck.

“I came over here, and he was like frantic,

jumping up and down,” Templeton said. “And at that time, I just thought he was mad because his truck got hit and all, you know, ’cause this whole accident and everything. But he was probably mad because his whole family was in his truck.”

First-responders took four children and a 40-year-old woman out of the cab. The truck was carrying Celsius energy drinks, which were sprayed across the dirt in the collision.

Authorities question why the family, listed out of Minneapolis in the crash report, was out on the job together.

“We don’t know all the details of why there were that many people in the tractor trailer at this time, but that will be part of the investigation,” MSHP Cpl. Justin Ewing said Tuesday.

“If I would have known that, you know, when I was talking to the guy before the train hit him, I would have told him to get them out of there immediately because you’re probably going to get trashed out here,” Templeton said.

“All he kept saying was, ‘Oh Jesus. Oh Jesus.’ And I’m like, ‘No, he’s not coming to help right now. Sorry, that’s not going to work,’” Templeton said.

Templeton said another previous bad crash happened at the spot two years ago when a different trailer was hit. But she also said she doesn’t see a solution other than re-grading the approach to make it less steep.

“Living right here, we’ve had so many accidents in front of the house. Any more and the minute I hear impact, before I even go out of the door, I start dialing 911,” Templeton said.

All of the people injured were taken to Overland Park Regional Medical Center. There were two people on the train, but neither were injured, according to the crash report.

**From Trains**

**Car driven by SEPTA employee**

**allegedly runs red light,**

**derails SEPTA trolley in collision**

August 7, 2023 <https://www.trains.com/> Waukesha, WI

**Philadelphia, PA** – As if the Southeastern Pennsylvania Transportation Authority wasn’t having enough problems lately, one of its trolleys was struck Sunday by a driver who allegedly ran a red light, injuring four people.

Which might not seem like a SEPTA issue, except that the *Philadelphia Inquirer* reports the driver of the vehicle turned out to be an off-duty SEPTA employee.

The collision in Southwest Philadelphia at about 6:30 a.m. derailed the trolley and caused what a SEPTA spokesman called “minor injuries” to the operator and three passengers.

Police said the driver, Brianna Satchell-Thomas, 31, of King of Prussia, Pa., initially left the scene, but was identified by a SEPTA pay stub in the vehicle that included her name and

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address.

According to the *Inquirer*, an arrest report says Satchell-Thomas returned to get her purse and other belongings and exhibited bloodshot eyes and slurred speech. She told the police the car wasn't hers and she wasn't driving it, although motor vehicle records show she is the owner. The arrest report describes her as "boisterous," says she refused a DUI test, and was uncooperative. Police told the paper she is expected to be charged with aggravated assault while driving under the influence among other crimes.

A SEPTA spokesman confirmed Satchell-Thomas is a maintenance custodian and was not traveling to or from work at the time of the accident.

The National Transportation Safety Board and Federal Transit Administration are among agencies currently involved after SEPTA buses and trolleys were involved in five accidents in the span of a week in July. One of those saw a trolley derail and crash into a building dating to 1766 [see "Three injured as SEPTA trolley derails ...," *Trains News Wire*, July 28, 2023]; another, involving two buses, killed a 72-year-old woman.

### A Rabbi, a Pastor and a Priest

A rabbi and a pastor walked into a bar. The priest ducked.

### From Shawn Jamison via *Trains*

#### C&O Historical Society begins fundraising to restore office car Chessie 29 to operation

Posters will fund hiring of restoration contractor August 9, 2023 <https://www.trains.com/> Waukesha, WI  
**Clifton Forge, VA** – The Chesapeake & Ohio Historical Society has begun a fundraising campaign to return historic C&O office car *Chessie 29* to operation, organization president Mark Totten has announced.

The society will sell a custom, limited-edition, 11-by-17-inch poster of the car from Base Camp Printing of Charleston, W.Va., to fund the hiring of a renovation contractor. The posters are \$75 each.

According to Totten, the organization's goal is to return the historic private car to operation so that it can serve as a traveling museum and classroom. "I would like to have major fundraising complete by late 2024," he said, "with a project plan approved by our board of directors by spring 2025."

Walter Tuohy chose *Chessie 29* as his personal car when he became C&O president in 1948 and hosted a wide range of dignitaries on board, including Queen Juliana and Prince Bernhard of the Netherlands on a trip to Michigan in 1952 and President Dwight D. Eisenhower on a trip to White Sulphur Springs, W.Va., in 1956. During this trip, the two agreed to build a secret bunker

beneath The Greenbrier, which the C&O owned, to house the U. S. Government in case of a nuclear attack. In 1963, Tuohy loaned the car to Monaco's Prince Rainier III and Princess Grace for a secret vacation to The Greenbrier. A young Albert II, today's reigning Prince of Monaco, accompanied his parents on the trip, and received a complete engineer's outfit from Tuohy.



The C&O Historical Society is raising funds to restore private car Chessie 29 to operating condition.  
(Photo by C&OHS)

To learn about the C&O Historical Society, and to purchase a copy of the poster, visit the society website. Base Camp Printing owners Emily and Betsy Sokolosky specialize in handmade posters, stationery, and original art. The sisters strive to

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keep the shop's process identical to the days when letterpress printing was modern technology; <https://cohs.org> for more info.

### From Trains

#### CSX's Fifth Heritage Unit, Chesapeake & Ohio No. 1869, Makes Its Debut

The locomotive wears the classic C&O passenger scheme.  
August 11, 2023 <https://www.trains.com/> Waukesha, WI



CSX Transportation's Chesapeake & Ohio heritage locomotive No. 1869 outside the Waycross, Ga., paint shop. (Screenshot from CSX video)

**Waycross, GA** – CSX Transportation took the wraps off its fifth heritage locomotive today, No. 1869 that wears the classic Chesapeake & Ohio passenger scheme, complete with script lettering and the “C&O For Progress” logo.

The locomotive joins units that celebrate the history of the Baltimore & Ohio, Seaboard System, Chessie System, and Conrail.

CSX showed off the locomotive in a video released on its social media channels. On Friday, Aug. 11, it released a photo of the locomotive still inside the Waycross shop.

### From Trains

#### Donation will help Steamtown restore SW1 to operation

National Historic Site is one of six museums to receive funds from estate of Eric Yankovich  
August 14, 2023 <https://www.trains.com/> Waukesha, WI



Steamtown National Historic Site has received a donation to restore an SW1 in the park's collection to operating condition as a Lehigh Valley unit. (Photo by Steamtown NHS)

**Scranton, PA** – The Steamtown National Historic Site has received what it terms as “a generous donation” from the estate of rail enthusiast Eric J. Yankovich to help fund the restoration of SW1 locomotive No. 1901, an Atlantic Coast Line diesel switcher build by Electro-Motive Corp. in 1939.

Steamtown is one of six railroad museums to receive funds from the Yankovich estate

“On behalf of the National Park Service, I would like to thank the family of Mr. Yankovich for his generosity and support of these treasured

and historic places,” Steamtown Superintendent Cherie Shepherd said in a press release. “I’d also like to thank the Iron Horse Society for helping fulfill Mr. Yankovich’s wishes and facilitating the transfer of funds to the park for this important restoration work.”

Yankovich, who graduated from Drexel University with a bachelor’s degree in mechanical engineering, went on to an engineering position with the U.S. Navy, continuing his studies and receiving a master’s degree in engineering and becoming a licensed professional engineer. He eventually left the Navy and formed a structural analytics consulting firm that he managed until retirement.

McHugh Locomotive & Equipment has received a contract for the restoration, which is expected to be complete by the end of 2025. The locomotive will be used for switching at the historic site and may be used for short-distance passenger rides at Steamtown’s rail yard.

The Iron Horse Society, the park’s philanthropic partner, has selected a Lehigh Valley Railroad paint scheme for the project.

#### A Pessimist, An Optimist, and a Realist

A pessimist sees the dark tunnel. An optimist sees the light at the end of the tunnel. A realist sees the train. The train engineer sees 3 idiots standing on the tracks.

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### From Trains

#### Norfolk Southern to restore its popular heritage locomotive fleet

Virginian unit No. 1069 is the first to emerge from the Juniata Locomotive Shop

Bill Stephens

August 14, 2023 <https://www.trains.com/> Waukesha, WI



Norfolk Southern's freshly repaired and repainted Virginian heritage unit.  
(Photo by Norfolk Southern)

**Richmond, VA** – Norfolk Southern's heritage locomotive fleet will get a refresh in the coming years, the railroad announced when it shared a video of a shiny Virginian SD70ACe No. 1069 rolling out of the paint shop at Juniata, Pa.

“Drumroll pleaseeee..... the Virginian restoration is complete! It took 10 carmen 550+ hours to restore and repaint NS1069. Over 72 gallons of primer, paint, and clear coat were used.

Thank you to our team at Juniata Locomotive Shop for their incredible work,” NS said in social media posts last week.

“Over the next few years, all 20 of our Heritage

locomotives will be getting a fresh coat of paint in the color schemes of our predecessor railroads,” NS said.

The program began as part of the railroad's 30th anniversary celebration in 2012.

### From Bob Anderson via Trains

#### 185-year-old 'Rocket' moving to Railroad Museum of Pennsylvania

British-built 1838 locomotive removed from Franklin Institute  
Dan Cupper

August 15, 2023 <https://www.trains.com/> Waukesha, WI

**Philadelphia, PA** – One of the oldest surviving steam locomotives in North America – also distinguished as the oldest former Reading Railroad engine – is getting a new home, the Railroad Museum of Pennsylvania in Strasburg, Pa.

Imported from England in 1838 for the Philadelphia & Reading Railroad, the 8-1/2-ton, 25-horsepower *Rocket* recently left its home of the last 90 years at the Franklin Institute.

Built as a wood-burner by Braithwaite, Milner & Co. of London, it was the first of eight engines the Reading acquired from that firm through 1841. Since 1933, it has been exhibited at Philadelphia's Franklin Institute, where it occupied space next to the 228-ton Baldwin Locomotive Works experimental 4-10-2 engine No. 60,000, built in 1926. As another measure of comparison, *Rocket's* 41-inch-diameter driving-

wheel measurement is the same size as 60,000's trailing-truck wheels



Rocket, the 1838 Reading Co. locomotive, during display at the Franklin Institute.

(Photo by Patrick C. Morrison)

*Rocket* is an 0-2-2-0 design, as Patrick C. Morrison, director of the railroad museum, points out – the first set of wheels are free-wheeling, with only the second set being powered.

The Franklin Institute is in the midst of a multi-million-dollar makeover of what it had called the Train Factory, funded by the Hamilton Family Charitable Trust, which is headed by heirs of

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BLW President Samuel M. Vauclain (1856-1940). The space made available by *Rocket's* removal will be repurposed to display more of the Institute's thousands of artifacts.

"Certainly [*Rocket* is] something that's been on our wish list for decades," said Morrison. "It will be the oldest . . . locomotive we own."

Prior to this, Virginia & Truckee 2-6-0 engine *Tahoe* (BLW, 1875) was the oldest locomotive, and a Cumberland Valley Railroad combine car from 1855 was the oldest car.



The locomotive is removed from the Franklin Institute on August 5. (Photo by Mark Eyer)

### An unlikely owner

While the paperwork is still being made final, the most surprising aspect of all is who owns the locomotive now: Conrail.

In 1933, it was the Reading Co. that placed the engine on long-term loan to the Franklin Institute. The Reading went bankrupt in 1971 and was swept into Conrail in 1976. For some reason, the locomotive didn't remain with the Reading trustees, but became part of assets conveyed to Conrail. When Conrail was split in 1998 between Norfolk Southern and CSX Transportation, a remnant survived to provide terminal operations in North Jersey, South Jersey/Philly and Detroit. Named Conrail Shared Assets Organization, it is headquartered across the Delaware River from Philadelphia in Mount Laurel, N.J. CSAO ended up with the *Rocket*.

Morrison said the museum worked with Eric Levin, CSAO vice president-engineering, mechanical & real estate, to make the transfer a reality. Levin has been active in railroad operations and historic preservation all his life. His father is Bennett Levin, longtime preservationist and board member of both the EBT Foundation, Inc., and the Railroaders Memorial Museum in Altoona, Pa.

"It's an example of how museums and railroads can work together to continue preservation of an important artifact," Morrison said.

*Rocket* is a diminutive machine by any modern standard, measuring only 17 feet long, but to enable it to clear the window through which it was extricated, workers removed its stack, steam dome, fenders, and footplate.

Morrison gave high marks to the two rigging companies that handled what he called a "delicate move" on Aug. 5.

"We've been working with Mike Venezia of Venezia Enterprises, who assembled a dream team of people to work with," said Morrison. Franklin Institute's contractor, Barnhart Crane & Rigging, handled the removal from the building, while the Lancaster, Pa.-based Venezia oversaw loading and transportation.

Morrison said that Venezia is well acquainted with moving historic railroad equipment, noting that "About 17% of our collection was moved in by him."

*Rocket* was trucked to what Morrison described as an "undisclosed offsite location to be reassembled." It's expected to enter the museum's George M. Hart Locomotive and Rolling Stock Hall sometime this fall. After final reassembly by the museum's own shop, it will be displayed for the public, perhaps on the section of original rail with stabilizing chairs on which it sat in Philadelphia.

Noting that the decision to move the engine was a difficult one for Franklin, Morrison said

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that the transaction represents a “seamless stewardship of historic railroad equipment. . . . in the end, it’s another chapter in the very wonderful story of that locomotive’s history.

### Service life

According to a 1941 Reading Co. promotional booklet, *Rocket* was among Reading’s earliest engines, being delivered to the Port of Philadelphia in March 1838. It traveled by boat on the Schuylkill Canal to Reading, Pa., where it took part in the opening of that part of the Reading in May 1838. Two months later, it first hauled passengers.

Rapid advancements in locomotive design and weight quickly sidelined the engine, which was reassigned in 1845 to work-train service, during which time it gained a covered cab and was converted to burn anthracite coal. In 1865, it became a switcher at Reading, then was reassigned again to the railroad’s Richmond Wharves in Philadelphia. It worked there until it was retired.

In a prepared release, Morrison said: “In March 1879, the *Rocket* was retired after having traveled 310,164 miles over the course of its career. Following its retirement, the *Rocket* sat unused and neglected until it was fully restored for exhibition purposes.

“The *Rocket* was shown at the World’s Columbian Exposition – Chicago World’s Fair –

in 1893; the Louisiana Purchase Exposition – St. Louis World’s Fair – in 1904; and the Baltimore & Ohio Railroad’s “Fair of the Iron Horse” in 1927.

“It was placed on public display in 1934. Since that time, it has been displayed on a portion of its original tracks next to the Baldwin 60000 locomotive.”

Technologically, Morrison said, almost uncanny parallels exist between *Rocket* and the better-known 1831 *John Bull*, another British-built import that worked for the Camden & Amboy Railroad and is now housed at the Smithsonian Institution’s National Museum of American History in Washington. The museum at Strasburg houses a *John Bull* replica built by the Pennsylvania Railroad’s Altoona, Pa., shops in 1940 for the New York World’s Fair.

As for *Rocket*, Morrison said, “It fills a gap quite nicely. From 1838 to the 1981 AEM-7 [Amtrak electric locomotive], there’s 150 years of documented history.”

More on the locomotive, from the Reading Co. Technical & Historical Society, is available here: [www.readingrailroad.org](http://www.readingrailroad.org).

### My Wife’s Looks

I married my wife for her looks, just not the ones she’s been giving me lately.

### From WHYY, Channel 12 News

#### SEPTA’s Route 15 historic trolleys to return Sept. 10

Cory Sharber

The trolleys will be ADA accessible and have been completely updated with new frames, floors, windows, wheelchair lifts, and HVAC units.

August 16, 2023 <https://www.whyy.org> Wilmington, DE

SEPTA is bringing back the historic green and cream trolleys on Route 15 from Port Richmond to West Philadelphia on September 10.

In an email to WHYY News, SEPTA confirmed six PCC trolleys are ready to go up and down Girard Avenue in a few weeks. The trolleys will be ADA accessible.

Each one cost roughly \$250,000 to restore and has been completely updated with new frames, floors, windows, wheelchair lifts, and HVAC units.

Several more are in various stages of repair at SEPTA’s shop on 49th Street at Woodland Ave. In total, there are 18 PCC Trolleys.

Since January 2020, buses have been occupying Route 15 due to 78% of the historic trolley fleet at the time failing inspections. SEPTA plans to use trolleys and buses while deploying restored trolleys to maintain route frequency.

The new trolley fleet will eventually replace the PCC Trolleys as part of SEPTA’s Trolley Modernization program. SEPTA was awarded more than \$700 million for the project, which will replace every trolley in the fleet.

A SEPTA spokesperson said, “It could take as long as a decade for full implementation of the project.”

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Deliveries of the new vehicles will start in 2027.

The vintage 1947 trolleys are a model of streetcar called Presidents' Conference Committee (PCC) cars. Their signature green-and-cream paint job easily recognizes them, silver-winged central headlight, rounded white roof, and red stripe running beneath the windows.

SEPTA workers are currently undergoing safety training following a series of crashes involving SEPTA vehicles over the past month, including a deadly incident where two SEPTA buses crashed into one another on Roosevelt Boulevard at Shelmire Avenue.

### From *Trains*

#### CSX unveils L&N heritage locomotive

Locomotive is sixth in railroad's heritage diesel fleet  
August 26, 2023 <https://www.trains.com/> Waukesha, WI  
**Waycross, GA** – CSX has released its latest heritage diesel, this time honoring predecessor Louisville & Nashville.

The ES44AH locomotive will wear number 1850, which the railroad explains signifies the year the L&N was chartered by the state of Kentucky. The railroad later became part of the Seaboard Coast Line, then part of Chessie System and CSX.

It becomes the sixth locomotive in the CSX heritage series, which feature the current CSX paint scheme on the nose and the predecessor's scheme on the rear two-thirds. It joins units

honoring Baltimore & Ohio, Chesapeake & Ohio, Seaboard System, Chessie System, and Conrail. Like the others, it was painted at the CSX shops in Waycross, Ga.



CSX Transportation has released its sixth heritage diesel, honoring the Louisville & Nashville, as shown in a screenshot from a CSX video.

### From Jay Morgan via *Trains*

#### Dieselmotive buys former Gettysburg Railroad F7s

*Steve Smedley*

Diesels bound for evaluation, storage in Kansas  
August 28, 2023 <https://www.trains.com/> Waukesha, WI  
Dieselmotive Co, Inc. of Turlock, Calif., has purchased two former Gettysburg Railroad F7s last operated in 2013, with an eye toward returning the locomotives to freight service.

The two units, last used by the Pioneer Lines short line in Gettysburg, Pa., in 2013, are en route to a short line in Kansas for evaluation and storage.



Former Gettysburg Railroad F7s No. 401 and No. 402 (behind SD60E No. 7014) are in Norfolk Southern's Good Yard in Normal, Ill., on Aug. 24, 2023, in transit to Kansas following their purchase by Dieselmotive Co.  
(Photo by Steve Smedley)

Dieselmotive offers leasing, parts, wheel profiling, and other field services. The latest purchase gives the company seven F units. Company owner Matt Monson is a realist. While he says, "I've got the loving trains disease," he knows not every locomotive is worth saving. It has to make economic sense to purchase something that will be able to make his company money down the road.

The latest acquisitions to be saved from the scrappers' torch are F7 No. 401, built for the Bessemer & Lake Erie in 1953 as its No. 726-A, and No. 402, built in 1949 for the Chicago & North Western as No. 4068-A. It was later No. 406, working in commuter service out of Chicago.

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No. 402, Monson said Sunday during a phone interview with *Trains* News Wire, "needs a new voltage regulator and a new shunt field contactor. We will probably find other issues but so far this one looks like it's the closest one to be operational. The plan is to pair it with one of my 'Cleburne Curses' and use it in revenue freight service." The nickname 'Cleburne Curses' is one Monson heard years ago referring to locomotives rebuilt by the Santa Fe at its Cleburne, Texas, shops.

The two F7s are currently at in Norfolk Southern's Good Yard in Normal, Ill., where they will be forwarded to the BNSF through the Tazewell & Peoria Railway in East Peoria.



Far from its earlier life hauling Chicago commuters on the Chicago & North Western, Pioneer Lines F7 No. 402 trundles through the battlefield at Gettysburg, Pa., on Aug. 2, 2013. The locomotive is one of two F7s purchased by Dieselmotive Co. of Turlock, Calif.

(Photo by Steve Smedley)

### For a Laugh

#### Actual Complaints Received by Thomas Cook Vacations by Dissatisfied Customers

1. "They should not allow topless sunbathing on the beach. It was very distracting for my husband who just wanted to relax."
2. "On my holiday to Goa in India, I was disgusted to find that almost every restaurant served curry. I don't like spicy food."
3. "We went on holiday to Spain and had a problem with the taxi drivers as they were all Spanish."
4. "We booked an excursion to a water park but no-one told us we had to bring our own swimsuits and towels. We assumed it would be included in the price."
5. "The beach was too sandy. We had to clean everything when we returned to our room."
6. "We found the sand was not like the sand in the brochure. Your brochure shows the sand as white but it was more yellow."
7. "It's lazy of the local shopkeepers in Puerto Vallarta to close in the afternoons. I often needed to buy things during 'siesta' time -- this should be banned."
8. "No-one told us there would be fish in the water. The children were scared."

9. "Although the brochure said that there was a fully equipped kitchen, there was no egg-slicer in the drawers."

10. "I think it should be explained in the brochure that the local convenience store does not sell proper biscuits like custard creams or ginger nuts."

11. "The roads were uneven and bumpy, so we could not read the local guide book during the bus ride to the resort. Because of this, we were unaware of many things that would have made our holiday more fun."

12. "It took us nine hours to fly home from Jamaica to England. It took the Americans only three hours to get home. This seems unfair."

13. "I compared the size of our one-bedroom suite to our friends' three-bedroom and ours was significantly smaller."

14. "The brochure stated: 'No hairdressers at the resort.' We're trainee hairdressers and we think they knew and made us wait longer for service."

15. "When we were in Spain, there were too many Spanish people there. The receptionist spoke Spanish, the food was Spanish. No one told us that there would be so many foreigners."

16. "We had to line up outside to catch the boat and there was no air-conditioning."

17. "It is your duty as a tour operator to advise us of noisy or unruly guests before we travel."

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18. "I was bitten by a mosquito. The brochure did not mention mosquitoes."

19. "My fiancée and I requested twin-beds when we booked, but instead we were placed in a room with a king bed. We now hold you responsible and want to be re-reimbursed for the fact that I became pregnant. This would not have happened if you had put us in the room that we booked."

### I'm from the Government and I'm here to Help

So, let me get this straight. I go to the grocery store and buy a pound of sliced ham wrapped in plastic, a loaf of bread in a plastic bag, a gallon of milk in a plastic jug, a pack of napkins wrapped in plastic, a Greek salad in a plastic container, plastic bottles of mustard and ketchup, but your cashier will not put them in a plastic bag to carry home because the plastic bag is bad for the environment?

### A Marine and an Air Force Pilot

By the time a Marine pilot pulled into a little town, every hotel room was taken. "You've got to have a room somewhere," he pleaded. "Or just a bed, I don't care where."

"Well, I do have a double room with one occupant, an Air Force pilot," admitted the manager, "and he might be glad to split the cost. But to tell you the truth, he snores so loudly that

people in adjoining rooms have complained in the past. I'm not sure it'd be worth it to you."

"No problem," the tired Marine assured him. "I'll take it."

The next morning the Marine came down to breakfast bright-eyed and bushy-tailed. "How'd you sleep?" asked the manager.

"Never better."

The manager was impressed. "No problem with the other guy snoring, then?"

"Nope, I shut him up in no time," said the pilot.

"How'd you manage that?" asked the manager.

"He was already in bed, snoring away, when I got to the room. I just went over, gave him a kiss on the cheek, said, 'Goodnight, beautiful.' and he sat up all night watching me."

### Upcoming Events

*(www.railserv.com & Mid Atlantic Train Show List)*

**On-going: 1<sup>st</sup> and 3<sup>rd</sup> Sundays each month through December 2023 – Red Caboose Tours by Lewes Junction Railroad & Bridge Association.** The LJRBA is giving public tours of its Red Caboose from 10a-2p, weather permitting. Tour the restored 1917 PRR "cabin car" located between the Lewes Public Library and the Lewes History Museum, 111 Adams Ave., Lewes, DE. Free admission. Donations accepted. For more info, email: [contact@lewesjunctionrr.org](mailto:contact@lewesjunctionrr.org).

**September 9, 2023 – Seaside Hobbies End of Summer Bash.** 15 Daisey Ave., Ocean View, DE 1997010a-??. For info call: 302-539-1601

**September 14-18, 2023 – Day Out with Thomas at the Strasburg Rail Road.** Strasburg Rail Road, 301 Gap Rd., Ronks, PA. Join Thomas the Tank Engine™, a full-sized operating steam locomotive, as he greets friends of all ages.

Thomas the Tank Engine — the famous steam locomotive from the Island of Sodor — will pull your 45-minute excursion ride (4.5 miles east and 4.5 miles returning west on the same track) through the beautiful Lancaster County countryside.

*This is the full 45-minute train ride to Paradise, Pennsylvania pulled by the fully operational steam Thomas the Tank Engine.*

**Tickets: \$27.00 each.**

Separate photo opportunities with THOMAS, RUSTY, and MAVIS (& PERCY in June!). Other activities include a visit with Sir Topham Hatt, play pods, a dance party, and more!

The activities for the Day Out with Thomas event are open from 9:30 a.m. each day until one (1) hour after the *LAST* Thomas train returns to the Station platform.

All tickets must be pre-purchased online. The Thomas ticket does not include admission to the Railroad Museum of Pennsylvania nor does it include a ride aboard the regular steam train.

# Delmarva Timetable

News of the Delmarva Model Railroad Club

## September 2023

Celebrating our 39<sup>th</sup> year of promoting model railroading

Website: <http://delmarvamodelrailroadclub.org/>

Jeff Shockley, Editor

Facebook: <https://www.facebook.com/DMRRC>

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Our standard coaches are beautifully restored in authentic Victorian style. Enjoy the comfort of potbelly stove heat during cold days. During warmer weather, open the windows for some fresh air.

**September 16, 2023 – Lancaster TCA Keystone Division Fall Meet.** Lancaster Farm and Home Center 1383 Arcadia Rd., Lancaster, PA. This is the intersection of US Route 30 and PA Route 72. 9a-1p. For details, please contact Russ MacNair, Meet Registrar, PO Box 33, Mount Gretna, PA 17064, email [macnair@dejazzd.com](mailto:macnair@dejazzd.com) or call 717-664-2335.

**September 23-24, 2023 – Shore Boyz Railroad Club at Hemlock Train Show.** Hemlock Fairgrounds, Ag Expo Building, 7370 Water St., Hemlock, NY. Sat: 10a-4p, Sun: 10a-3p. Admission: \$6 ages 12 & over, \$2 ages 5-12, FREE age under 5. 140+ vendors and operating train layouts. For info contact: Bob Kleinman – 716-440-3156 or Tom Frey – 585-734-1662

**September 24, 2023 – The Alaska Railroad's The Hoodoo Choo Choo.** Fairbanks, AK depot, 1031 Alaska Railroad Depot Rd., Fairbanks, AK. A train with a funny name, but seriously good views and brews. A leisurely round-trip journey to Nenana serves as the backdrop for sampling Hoodoo Brewery's finest, accompanied by light fare courtesy of UAF's Culinary Arts program. Price includes:

- Round-trip rail journey
- 6 half pints of Hoodoo Brewing Co. Beer
- Delicious food provided by UAF's Culinary Arts program
- Commemorative beer mug
- Free parking

\$212 per person. Must be 21 years of age or older. Departs 2p from the Fairbanks Depot. Returns 6:30p. **BOOKING:** Call 800-544-0552. *Tickets go on sale August 16, 2023.*

**September 30, 2023 – The Alaska Railroad's The Great Alaska Beer Train.** Anchorage, AK depot, 411 W. 1st Ave., Anchorage, AK. Take a scenic journey along Turnagain Arm with the world's best designated driver - the Alaska Railroad. *The Great Alaska Beer Train* makes a round-trip journey from Anchorage to Portage and features an impressive assortment of local microbrews and seasonal fare from the Glacier Brewhouse.

Price Includes:

- Round-trip rail journey
- 6 half pints of Glacier BrewHouse beer
- Multi-course dinner by Glacier BrewHouse
- Additional beers available for purchase for \$5 each (cash only)
- Free parking

\$201 per person Must be 21 years of age or older. Departs 4:00 PM from the Anchorage Depot; returns 8:30 PM. **BOOKING:** Call 800-544-0552. *Tickets go on sale August 16, 2023.*

**October 7, 2023 – Indian Summer Train and Toy Show by the Delaware Seaside Model Railroad Club,** Roxana Firehouse, 35943 Zion Church. Rd., Frankford, DE. 9a-2p. For more information, please visit:

<http://www.delawareseasiderailroadclub.com/> or contact Bill Ziegler at 302-537-0964.

We will be hosting the *Shore Boyz Railroad Club* and their mobile O-gauge layout. Stop by and visit.

**October 14, 2023 – Shore Boyz Railroad Club at the 135th Anniversary Pocomoke City Volunteer Fire Company.** 1410 Market St., Pocomoke City, MD. 11a-2p. For info call 410-957-2310 or visit [www.pocomokefire.com/](http://www.pocomokefire.com/)

**October 6, 13, 20, 27, 2023 – Wilmington & Western Railroad Hayride Express.** 2201 Newport Gap Pike (Route 41 North), Wilmington, DE. Departure Times: 6:00p, 7:30p, 9:00 p. **Note: Boarding begins 15 minutes prior to the departure time.** Enjoy an evening ride through the Red Clay Valley on an original railroad flatcar filled with hay and converted especially for hayrides. 1 hour round-trip. Diesel-powered.

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**October 21, 2023 – Shore Boyz Railroad Club at Marvel Carriage Museum.** 510 S. Bedford St. Georgetown, DE. TBA later. Please contact Rosalie Walls at 855-9660 for more information, or visit:

<http://www.marvelmuseum.com/>.

**October 29, 2023 – Wilmington & Western Railroad Halloween Express.** 2201 Newport Gap Pike (Route 41 North), Wilmington, DE. Departure times: 12:30p & 2:30p. **Note: Boarding begins 15 minutes prior to the departure time.** 1½ hr. round trip ride. A friendly witch rides the train and gives a special treat to all little ghosts and goblins. **All passengers in costume ride for \$10!** Steam-powered. For details or info visit:

<https://www.wvrr.com/ride/events/halloween.aspx>.

**November 11, 2023 – Wilmington & Western Railroad Salute to Veterans.** 2201 Newport Gap Pike (Route 41 North), Wilmington, DE. **Ceremony starts at 11:30a.** Departure times: 12:30p & 2:30p. **Note: Boarding begins 15 minutes prior to the departure time.** The Wilmington & Western honors our veterans and their service to our country with a morning ceremony at Greenbank Station, followed by train rides to Yorklyn. 1½-hour round-trip. **Veterans ride FREE!** Reservations are not required to attend the

ceremony, but are **RECOMMENDED** for the *Yorklyn Limited* train ride. Call 302-998-1930. Steam-powered. For details or info visit: <https://www.wvrr.com/ride/events/halloween.aspx>.

**November 25-26, 2023. First State Model Railroad Club Annual Open House.** 624 Horsepen Rd., Felton, DE. 9a-3p. Free parking & admission. For info, call 302-307-6002 or visit: [www.fsmrrc.org](http://www.fsmrrc.org).

On Saturday (11/25), we will be hosting the *Shore Boyz Railroad Club* and their mobile O-gauge layout. Stop by and visit.

**November 25-26, December 2-3, January 6-7, 13-14. Delmarva Model Railroad Club Annual Open House.** 103 E State St., Delmar, DE. Sat: 11a-4p; Sun: Noon-4p, Free parking & admission. 7 layouts in 10 different gauges. Refreshments and White Elephant Table available. For info, visit: call 302-856-9250, or visit: [www.delmarvamodelrailroadclub.com](http://www.delmarvamodelrailroadclub.com).

**December 2-3, 9-10, 2023 – Queen Anne's Railroad Society Festival of Trains.** Kent Narrows Outlet Stores. 61 Piney Narrows Road, Chester, MD. 11a-4p. For general information, send an e-mail to [info@qarrs.org](mailto:info@qarrs.org).

On Saturday (12/2), we will be hosting the *Shore Boyz Railroad Club* and their mobile O-gauge layout. Stop by and visit.

**December 2-3, 2023 – Greenberg's Great Train and Toy Show.** Maryland State Fairgrounds, 200 York Rd., Timonium, MD 21093. Details to be published at [trainshow.com](http://trainshow.com).

**December 9, 2023 – Shore Boyz Railroad Club at Christmas in Ridgely Winter Festival.** 2 Central Ave., Ridgely, MD. 4p-9p. For more info call 410-634-2177 or visit: [www.christmasinridgely.com](http://www.christmasinridgely.com).

**December 16, 2023 – WB&A Arbutus Firehall Train Meet,** 5200 SW Blvd., Arbutus, MD. 9a-1p with WB&A members admitted at 9am. For details, please visit: <https://wba-tca-eastern.org/>.

For tables contact Chuck McGinnis via email at [mcginnis74@verizon.net](mailto:mcginnis74@verizon.net). Tables are now 5 feet long.

### Club Officers:

Charlie Larrimore, President	John Baldwin, Director (2024)
Tim Burlingame, Vice President	Ivan Miller, Director (2025)
Bill Deeter, Treasurer	Joe Mueller, Director (2025)
Jeff Shockley, Secretary	Rowland Ritte, Director (2024)
Greg Coughlin, Director (Past President)	

### Committee Chairs:

John Huntzinger, Activities	Joe Mueller, Museum
Bill Hudson, House	John Baldwin, Open House
Rommel Miller, Library	Vacant, Publicity
Bill Deeter, Membership	Jeff Shockley, White Elephant Table

### Scale Coordinators:

Tim Burlingame, O Gauge	Charlie Larrimore, Bill Shehan Room
Bill Deeter, HO Scale	Elmer McKay, N Scale DCC
Ed Frampton, N Scale Mod, Z Scale	Charlie Larrimore, Tin Plate
Charlie Scott, S Gauge	