



DelMarVa Timetable



News of the DelMarVa Model Railroad Club

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

August 2025

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

Jeff Shockley, Editor

Celebrating our **41st** year of promoting model railroading

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Next Meeting

Our next meeting will be on Wednesday, August 6, 2025, at 7:30p 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.

Happy August Birthday to:

- Shawn Black
- John Burik
- **DelMarVa Model Railroad Club**
- Kevin Lehman

If I missed your birthday, please let me know. The

membership list I am using is missing some members' birthdays.



Club News

Club Picnic Report

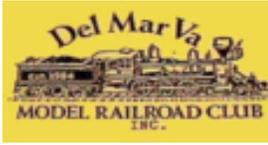
DelMarVa Model Railroad Club's First Annual Picnic is now history.

Saturday, August 2nd was a great summer day and perfect weather for our picnic. Members assembled at the Paskey Farm in Felton and were treated to a veritable treasure trove of railroad artifacts, farm equipment, trucks, cars, fire engines, historical markers, signs and so much more, all the private collection of the property owner.

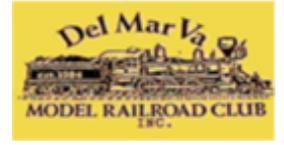
Spread over many acres, there was so much to see and do! The excellent weather, wealth of equipment, good food and great conversation made for an unforgettable event.

Special thanks to Board Member Dave Legates for organizing this event. Hopefully more members can join us next year and experience the Paskey Farm and the genuine camaraderie or our fellow members.





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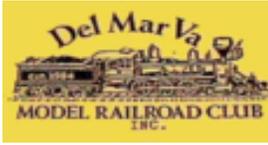
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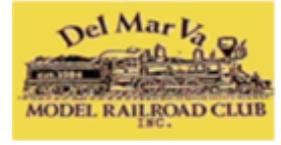
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Meeting Night Surprise

After the July meeting was adjourned, we had 10 guests stop by the club to visit and look around. Linda Long took charge and led them around and explained the different layouts. Some HO and N Scale (Z and T, too) members jumped in and got some trains running to show off their layouts.

All of the adults were given flyers and invited to come back for our Open House dates, and as they were leaving they took some additional flyers to give out to their family and friends.

Everyone was quite impressed and said they would be come to see all the trains running at Open House. One was even interested in the July Op Session and said they would try to participate in it.

Harrington Heritage Day Setup

On August 23, 2025, the club will be setting up a booth at the Harrington Tower Museum, 108 Flening St., Harrington, for Harrington Heritage Day. Setup time is 7:30a, the event runs 9a-4p. The booth will have Open House flyers, club and model railroading items for sale an O gauge layout on display, and other items, if available.

Members are urged to stop by for about an hour to help with greeting visitors, distributing Open House flyers, and answering questions about the club. Also, if you help at the booth, it will allow other members to be able to walk around and visit other booths on display. There will be a signup sheet at the front counter on meeting night.

Another Donation

On Wednesday, July 30, we were visited by Mr. Joh Iwanski, of Hebron, MD. He presented the club with a small donation of various scenicing materials, and a generous supply of some hand-cut O gauge track ties.

This is not Mr. Iwanski's first donation to the club. In fact, he graciously donated to us 3 times in 2025,

Crew Call for DMRRClub Prototype Operating Session

When: *Saturday August 9, 2025.* Please try and arrive around 11:30am to be ready to roll by 12.

Where: *Delmarva Model Railroad Club, 103 E. State St., 2nd Floor (stairs only), Delmar, DE.*

For Map: <https://delmarvamodelrailroadclub.org/> *Please park in the St. Stevens parking lot (behind the Church)*

More Layout Info: <https://delmarvamodelrailroadclub.org/ho-scale-layout/>

RSVP to: Operations@delmarvamodelrailroadclub.org

It makes for a better session if we know how many are planning on attending, also let us know if you want to work with an experienced crew member

The Sessions are open to anyone interested in Prototype Operations. Members of the club do Share 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. The control system is DCC by Digitrax. We have both Simplex and Duplex wirelesses. 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 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.

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org **Open House Weekends:** 2025: Nov 30-Dec 1 Dec 6-7 2026: Jan 4-5 Jan 11-12

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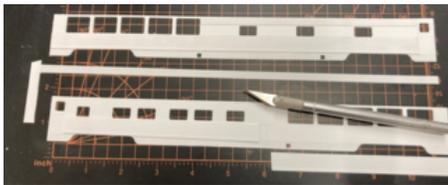
We model primarily one sub-division of the B&O (Parkersburg Sub of the Ohio Newark Division) mainline from Parkersburg, WV (PH) to Chillicothe, OH (CH). Parkersburg is fed from the east by staging yard, Grafton, WV (GR) on the PH Sub of the Monongah Division. There is a small amount of the Parkersburg Sub on the Monongah Division moderated 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.

Member News

Continuation of construction of Seaboard Miami Beach Loungecar in HO

Bill Loutorney



I took the styrene sides and cut fluting to size and glued the sides. I used Elmers glue stick. I had to make sure I had coverage, but not too much to make a mess. Used a moist paper towel to wipe away excess.

I measured the styrene strips for the name boards. I had three sizes - a very small one for Pullman, the larger one for Seaboard, and the smaller one for Miami Beach. I glued these to the fluting, again using Elmer's glue stick. Using photos, I located the proper positions for these to be installed.



This shows the chassis stripped down, sides with fluting, and letterboards installed, and bare roof. I trimmed/sanded the ends of the chassis and also sanded the ends so that the thickness of the chassis was thinner. This was done to allow proper fit when it was assembled.

I temporarily taped ends to the roof and taped to the chassis. This was a pre-fit to see if it was going to fit properly. I also put one of the sides up to see if I had a fit (no photo). In face there were a lot of steps in the process of this build that are not recorded by photographs because I got into getting the project done, and then thought later I should have taken a photograph.



The core kit included the roof and the interior kit includes tables, chairs, replica of carpet, and additional items. I glued styrene over the weights in the chassis and then glued the carpet over that. You will note at the top edge of the photograph the carpeting, which is a tan in color. On the side of the chassis, I glued a strip of styrene .010 x .250. In fact, I finally put two pieces on to bring the thickness up to .020. This application and other applications I used Evergreen styrene strips. The drill bit in the photo was used to complete the hole in the roof to install the antennas. Note that the pieces for the antennas shown in the photo were not a stock item and something I spent some time trying to locate to come close to the actual car.



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I painted the underside of the chassis items that would have been painted silver or argent in color. I should have had a photo showing the masking off process, but here we just have the end result. I painted this with an airbrush.

I painted the individual pieces of furniture and then roughly arranged them as they would have been in the original car. There was seating for 20. Note I used a Walthers Mainline Observation car and cut out and trimmed the sleeper compartment to narrow the width so it would fit in the chassis.. This, when properly aligned and glued down in the chassis, perfectly aligns with the windows of the side panel. The Pullman Sun Lounges had five sleeper compartments. You also have a better picture here of the carpeting on the car.



The photo, left, shows the sleeping compartment in place and I constructed the partition panel separating the lounge from the sleeping compartment.

These last photos show the end piece and side panel. Note, the left shows a strip and edge of end panel and below shows the side panel. This was necessary to build up the edges so that the side panels would fit flush to the ends and the roof. I finally wound up using .020x.125, and other various widths such as .156 and .188. When I could I used wider pieces so I would have a larger area to glue the side panels on. In some areas this was not feasible, especially the rearward part of the side panel where the large window cutouts were. This area was very thin and the excess still had to be trimmed so as not to show. In fact, this portion of the build was one of the more difficult because of such a thin area and hard to glue. **TO BE CONTINUED.**



Central Pennsylvania Railroad Prototype Model Meet

John Huntzinger

On July 18-20, 2025 I attended the Central Pennsylvania Railroad Prototype Model Meet (RPM). This RPM was different from most because it focused on the history of the many shorelines in the central Pennsylvania counties. It focused on the more than 20 railroads in the nine counties in the middle of Pennsylvania (one of the best known survivors is the narrow gauge East Broad Top railroad. There are still five shortline railroads still surviving!).

The format for this RPM was for Friday afternoon to either visit several layouts or participate in an Ops Session at the host's club house. In the evening there were several clinics on two railroads. Saturday had nine clinics on different railroads of the area, some from the 1800's, some modern day. All discussed what the railroads hauled and why they laid track to service different areas. (Coal seems to be a constant item.) Sunday was a day to visit the East Broad Top narrow gauge railroad.



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The EBT dates from the late 1890s to today. It originally shut down in 1956 by just closing its doors and walking away. It was “brought back” for tourists several times and most recently is getting a first class overhaul, although it’s not as fast as one would like.

When I visited in around 2011 there was one narrow gauge steam engine still running. On July 20, 2025 there were no steam engines running but a recent acquisition is an 80 ton Porter diesel which was pulling the passenger train. There is an EBT steam engine that is close to being able to pull the train-recommend calling ahead if you must have a steam engine lead consist.

A group that must be mentioned is The Friends of the East Broad Top. This is an all-volunteer group which has kept the EBT “alive” for many years-they’ve worked on rolling stock, fixed buildings, and kept the EBT alive.



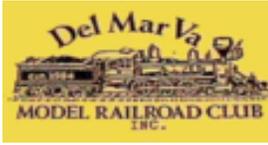
Above left is the “B” end of a standard gauge box car resting on narrow gauge trucks. In addition to replacing trucks an adapter for narrow gauge couplers was necessary.

Above center is the same standard gauge box car on narrow gauge trucks (something the EBT did to avoid having to trainload cargoes between standard and narrow gauge cars).

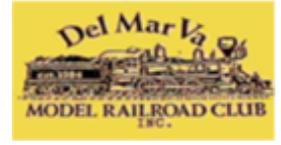
Above right is a rare Stub Switch (you literally “bent the iron” to get it to align with a different route). Our docent advised us that the EBT has had to convert to conventional switches on the mainline due to Federal Railroad Administration safety rules.



Here’s EBT #16 in the roundhouse



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Layout News

HO Layout News

SPECIAL THANKS

John Gladmon, Director, DMRRC

The Delmarva Model Railroad Club, and particularly the HO Division, would like to extend a Special Thanks to **Squeaky's Trains & Things LLC**. During the month of July, it was determined that the HO Division, and several members within the HO Division, would need to upgrade the throttles being used on the Layout. Following much discussion, it was decided to purchase several Digitrax UT6D throttles. After consulting many different vendors, Squeaky's Trains offered the best choice for not only purchasing the throttles needed now, but also partnering together for future purchases, as well.

Squeaky's Trains & Things LLC was founded in December 2019 and launched in January 2020. Squeaky's Trains is a family business that was started to "help the community around us by providing model railroad supplies and continue the legend of the greatest hobby on earth, model trains and railroading!"

They offer various sorts of model railroading items, ranging from the trains themselves to the electronic systems used to control those trains to the scenery and supplies used to display model trains. Squeaky's has items for sale in Z, N, HO, O, and G scale sizes. They also offer services for DCC Installations and restoring preowned model train goods.

Squeaky's Trains can be found on social media platforms, like Facebook, X (Twitter), YouTube, and Instagram. They can be reached by email at Support@SqueakysTrains.com. Squeaky's Trains has an excellent website for making purchases and learning more about their company. They can be found at **SqueakysTrains.com**. Be sure to check out Squeaky's Trains & Things when making any future purchases for your own model railroad and layout!

[I have used Squeaky's Trains for several personal purchases, in addition to the new throttles for the Club. They have great prices and offer excellent customer service. I will continue to use them in the future.]

July Dispatchers Report

John A. Nawn, Chief Dispatcher

On Saturday, July 12, we conducted our sixth operating session for the 2025 season on the HO layout. Just an FYI, we have only three op sessions remaining for 2025; August, September, October. If you were thinking of joining us for operations this year, there are only three opportunities left.

Eighteen crew members were present for our July session. Attendees included Superintendent, Chief Dispatcher, Parkersburg High (PH) Yardmaster, Chillicothe (CH) yardmaster, Parkersburg Low (PL) Yardmaster, and the Weiland and Port Charles Trainmaster. This left 5 mainline crews, including a new crew member, and 7 crews for the Ohio River Subdivision. There was no Midland Steel Yardmaster at this session, but the Portsmouth Subdivision was operated by the Superintendent.

The session began at Noon. The last train tied up at 4:45 PM. The first train out was a PH-97 extra operated under a Form 19 Train Order from the Dispatcher, followed by the eastbound Duke Power train and the Mill Turn

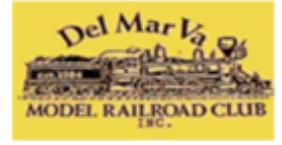
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out of Chillicothe. After that, we started at the top of the schedule and managed to get about three quarters of the way through the schedule. We moved 17 trains with 220 cars eastbound on the mainline and 19 trains with 213 cars westbound. Two trains were annulled. The Ohio River subdivision handled 209 cars in 32 trains with the W&PC moving 29 cars in 14 trains. A grand total of 83 trains and 680 cars were moved this session, bringing our 2025 total to 432 trains and 3,100 cars. All trains were reported complete at the end of the session.

In terms of car movement, this was our largest ops session, so far, for 2025, eclipsing the 637 cars moved in May. Well done to all who participated.

A minor issue was reported at the Hamden crossover, with the mainline switch not closing, although the Dispatcher Panel showed it as closed. Clearly a mechanical problem that our track team will troubleshoot.

Throttles were also an issue this time. Problems persist with losing consists in the DCS240 command station associated with the use of 'legacy' throttles and the Wi Throttles. So, the decision this session was to suspend use of all UT4/400 (and 500) series throttle, along the Wi Throttle ap. Presently the club owns two UT6D throttles and many members bring their own UT6/602 series throttles, although we could use more. We barely made it through this time.

Now, here's the Chief Dispatcher's take on the situation: The UT4/400 series throttles are 15 to 20 years old, hence my characterization of them as 'legacy' throttles. It's time to upgrade. If you are a regular operator, then you should probably have your own UT6D (make sure it has the D) throttle to bring with you to ops and open house.

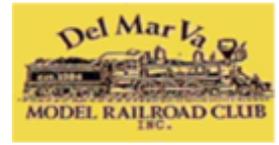
The club is considering purchasing more club throttles and a few members also agreed to purchase new UT6D throttles for club use, primarily for new operators, visitors and guests. By the end of the session, between members and the club, we were looking to purchase 7 or 8 new throttles and, accordingly, Dispatcher John G. was looking for a source to get a bulk discount. On eBay and some of the large mail order houses, you should be able to purchase a UT6D for between \$130 and \$140. The Superintendent is working on a solution or workaround that *may* allow us to continue the use of the legacy throttles, that could include an upgrade to a DCS240+ command station. *Nonetheless, I still maintain that for trouble free operation, we should all be using the UT6D/602 series throttles. It's time.* No worries whether you are a guest or new and don't have a throttle. By the next session, the club will own additional throttles and many of us at the club also carry spares with us, too, so if you want to operate, we will have throttles.

Every session, a member will ask if they can run their own locomotive that they brought with them, and the answer is always, no...on Saturday. But, on Wednesday nights...YES, of course. Just a reminder, that we are open every Wednesday night and that is a great time to bring your own stuff to run/test. We cannot guarantee that the entire railroad will be available, but there's typically sections where you can run. See myself, John G. and/or the Superintendent. We can get the railroad set up for you and give you your limits. We can also help you change the address in your new locomotive, too. Some come to visit us on a Wednesday night. We are usually here between 6:30 and 9:30.

Speaking of locomotives, our members need to understand that most of the locomotives on the layout are not owned by the club, but rather individual members. Yes, most. We hope that our members exercise care when handling the 'club' equipment. Frankly, there should be no reason why you would ever have to touch a locomotive at all, if the layout is operating correctly. I bring this up because at our last session, it was found that one of the units on our Western Maryland Stone train had been damaged. The Stone Train is one of the heaviest trains on the layout, moving Limestone from Grafton to the steel mill. It has been running with three powered units a WM SD35, F7B and F3A combination. On the eastbound trip the F3A leads.



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At our last op session, however, upon leaving Grafton, the Stone Train made it only to Parkesburg before it could not continue. It was found that the F3A, trailing at the point, had apparently lost a side frame on the front truck, engineers' side. The F3A could not continue, and the remaining two units could not pull the train necessitating substitute B&O power. Upon inspection, it was evident that the lead unit had not simply 'lost' a side frame, but it was broken off. The pilot was also cracked, the engineer's side cab windows were missing, ladders were broken off and the entire front truck was broken. It was clear that the locomotive had taken a trip to the floor. In HO scale feet, for a 40 inch layout height, it's 290 feet to the floor. The unit was custom painted, by the owner, in the original, as delivered scheme. Not a club owned engine. Certainly not the first time this has happened.

A few months ago, one of our E-Units was found in a similar condition, also a privately owned locomotive. As you have heard me say time and time again, bottom line, *we are playing with toys*. So, no one is going to get in trouble, fired, reprimanded or banned from the club, but don't hide the issue either. If an accident occurs during an op session a few things need to happen, in the following order: (1) Notify the Dispatcher (2) Advise the Dispatcher whether the train can continue with the remaining power (3) Gather up the locomotive and any parts, fill out a Bad Order card, and place the locomotive, parts, and Bad Order card in the Bad Order box. (4) Await instructions from the Dispatcher to continue.

That way, the issue can be addressed with repairs, new power, a schedule change or track repairs, before the next op session. Everyone understands there is no hiding, right? The Dispatcher records the operator(s) of every train at every op session. It's recorded on the OS sheet. So, we know who would have been running the ill-fated train, *if we care to look it up*. But the issue is not to find the offending party but maybe encourage everyone to pay attention and show a little more respect. Be more careful in how we handle our trains over the road, pay attention to your speed, pay attention to the signals.

When I look around the layout a see a few locomotives missing handrails, detail parts, etc. There is no reason for this. In the 'real world', the world we are theoretically trying to model every second Saturday, a locomotive with busted handrails, missing horns, etc., does not operate over the road until repairs are completed. Fundamentally, just like our limited edition locomotives, the parts are also 'limited' making it difficult to obtain prototypically accurate, OEM handrails when they do get broken. And before anyone says "*if you're worried about getting your stuff broken, then don't bring it to the club*" well, if all the private owners took their stuff home, we couldn't have op sessions anymore. Let's just all be a little more gentle and more attentive.

Finally, for those that expressed interest in a Delmarva Model Railroad Club Apron, I expect to have them for the August op session.

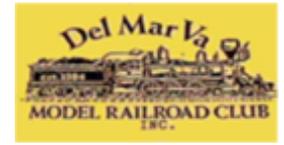
Please join us for our next op session on Saturday August 9th. We will be starting at our normal time, noon. Feel free to come early and please be ready to go by 11:45. Be there, Aloha!

2025 HO Scale Railroad Totals (as of July)

	Staff	Trains Run						Cars Moved					
		West	East	OR Sub	W&PC	C&O	Total	West	East	OR Sub	W&PC	C&O	Total
Feb	8	10	13	22	3	2	50	85	149	163	15	14	426
Mar	18	11	10	16	8	0	45	109	121	117	26	0	373
Apr	19	16	16	80	15	0	127	202	184	158	40	0	584
May	20	22	17	21	12	1	73	227	223	145	22	20	637
Jun	15	12	11	18	13	0	54	125	110	115	50	0	400
Jul	18	19	17	32	14	1	83	213	220	209	29	9	680
Total	98	90	84	189	65	4	432	961	1,007	907	182	43	3,100



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Railroad News

Private company AmeriStarRail proposes cross-country Auto Train service with Amtrak

[David Lassen](#)

June 9, 2025
‘Transcontinental Chief’ would cover New York-LA route in less than 72 hours, offer drive-on service for truckers
<https://www.trains.com/> Waukesha, WI

Wilmington, DE – AmeriStarRail, which for some time has been proposing privately owned and operated passenger service on the Northeast Corridor, has gone in a new direction with its latest proposal — literally and figuratively.

The company is now proposing a long-distance train that would offer coast-to-coast service in less than 72 hours between New York and Los Angeles — not just for passengers, but for truck drivers and their tractor-trailers. And it has asked Amtrak to partner in the effort, in a June 30, 2025, letter from AmeriStar Chief Operating Officer Scott Spencer to Amtrak President Roger Harris.

The “Transcontinental Chief” would include drive-aboard service for truckers, allowing them to make use of Amtrak coach, sleepers, and dining cars as they continue to travel during their federally mandated rest periods. The train would also offer Auto Train service for passenger cars and vehicles, including charter buses. The service would also include a Harrisburg, Pa.-Washington, D.C., section.

AmeriStarRail says that the train would replace existing *Southwest Chief* and *Pennsylvanian* service. It would use existing TTX flatcars and auto carriers, along with Amtrak locomotives and passenger cars. Because of this, and because it would be on a route that is mostly double track, the company says the operation could begin as soon as May 10, 2026, in time for events marking the 250th anniversary of American independence. It notes that is subject to agreements with the host railroads on its proposed route: BNSF, Norfolk Southern, and NJ Transit.

ASR says in its letter to Harris that its “proprietary operating techniques will help prevent the chronic train delays and service disruptions of Amtrak’s previous inefficient operation of lengthy trains for mail and express services.” The company also says it plans to complete plans for bilevel trainsets by Oct. 1, 2025, “with features and amenities to ensure that Amtrak passengers will have the finest trains available for travel across America.”

Spencer’s letter concludes, “*The Transcontinental Chief* will be a great opportunity for Amtrak to team up with the private sector to confront the challenges of its money losing long distance trains and create opportunities to usher in a profitable Golden Age of rail travel for passengers and truckers, with the ingenuity of free enterprise, as we celebrate our great nation’s 250th birthday next year.

“We look forward to putting together a mutually beneficial, privately funded proposal for *The Transcontinental Chief* for Amtrak to consider.”

Drive-on trains for truckers with sleeping car accommodations have existed in Europe for some time, although they are exclusively for intermodal, not a mixed freight and passenger operation. RAlpin, the company operating such trains through Switzerland is preparing to shut down this year in light of the completion of new rail tunnels [see “[Drive-on piggyback service ...](#)” *Trains News Wire*, May 6, 2025].

Amtrak declined to comment on the proposal, which AmeriStarRail said it had also sent to President Donald Trump, Transportation Secretary Sean Duffy, members of Congress, and the Federal Railroad Administration.

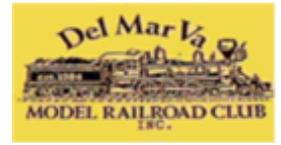
More on AmeriStarRail is available at [its website](#).

Loving Two Girls at a Time

I once loved two girls at a time. Kate and Edith both were mine. Learned what they say is true. You can’t have your Kate and Edith, too.



DelMarVa Timetable



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From *11Alive News Channel 11*

Train bursts into flames after crash with semi-truck in Union City; 4 injured

Dajhea Jones

July 9, 2025

<https://www.11alive.com>

Atlanta, GA

Union City, GA – Four people were hurt Wednesday afternoon when a semi-truck collided with a train in Union City, officials said.

The crash happened around 2:24 p.m. near Stonewall Tell Road and Westbrook Road, according to South Fulton Police.

Union City fire officials said the impact caused the train to catch on fire. At least one person was ejected from the semi-truck during the crash.

Two people in the truck and two on the train were injured. Initially, officials said three of them had serious injuries and one is in critical condition. By the evening, South Fulton police reported that two of the people who were on the train and went to the hospital were cleared, having no injuries, and the truck driver was in critical condition.

As of Thursday afternoon, officials confirmed the driver remained in the hospital and the passenger was set to be released later in the evening.

11Alive's SkyTracker flew over the scene, showing the front of the semi-truck separated from the rest of the vehicle. The remaining part of the truck was seen on the tracks in front of the train. Police cars and an ambulance responded to the scene.

CSX is investigating the cause of the crash.

From *Wilmington News Journal*

Commuter train to Washington may be in Delaware's distant future

Shane Brennan

July 15, 2025

<https://www.delawareonline.com>

Wilmington, DE

Delaware's commuter rail service is in danger. However, a new train may be arriving.

But it won't be anytime soon. The Maryland Transit Administration and its MARC commuter rail [released a long-term plan](#) in June that includes potential train service from Wilmington, through Baltimore, all the way to Washington, D.C. The "unconstrained" version of the plan – without financial or other limits – includes an expansion of MARC's Penn Line past Perryville, Maryland, through Cecil County, Maryland, and into Newark and Wilmington.

Right now, the rare full Penn Line trip from Perryville to our nation's capital takes a little less than two hours. A drive without traffic from Wilmington to Baltimore requires a little over an hour. A rare traffic-free drive from Wilmington to Washington takes about two hours.

But don't buy tickets just yet. The plan would allow for pilot trips to Wilmington after 2031, but does not factor in daily, consistent Delaware service until the 2040s.

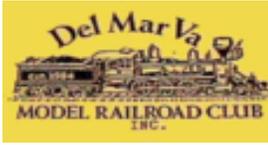
The plan proposes that in 15 years, two morning and evening peak trains would connect Wilmington and Baltimore every day. In time, that could become service every two hours.

"MARC's extended Penn Line service into Delaware, coupled with the Plan's proposed frequency and service hour improvements, will increase the number of people and jobs accessible within a half mile of MARC stations by 78 percent," the Maryland Transit Administration said in an emailed statement.

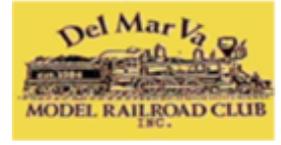
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TRAIN SERVICE IN DELAWARE

The Maryland Transit Administration said this is a roadmap "for future MARC service and was developed without being limited by financial and other resource constraints." It wants to connect with Southeastern Pennsylvania Transportation Authority service to Philadelphia and beyond, but SEPTA's service in Delaware is on the chopping block because of absent funding from a stalled Pennsylvania commonwealth budget.

The SEPTA financial crisis did not factor into these plans, the transit administration said, because analysis for the plan began in fall 2023. The Maryland Transit Administration said it has met with the Delaware Department of Transportation, SEPTA, and track owners Amtrak and CSX, and those conversations helped form this ambitious plan. Amtrak is the host of the Northeast Corridor track that the MARC Penn Line and the SEPTA Wilmington/Newark Line trains use, so they will have to be consulted.

SEPTA TROUBLE

The Delaware Transit Corp., which operates the DART First State bus system, already pays approximately \$10.6 million annually to SEPTA and Amtrak for the trains and the track in the state.

A DelDOT spokesperson said that there has not been "additional progress" on expanding Maryland's service and no one has signed a contract. They are unaware of any ridership projection studies from Maryland. None of this is simple, and the Delaware expansion assumes that cooperation, resources and finances will be abundant.

"To expand MARC service into Delaware, Amtrak would need to be consulted to determine how additional service can be operated on this segment of Northeast Corridor, and we remain hopeful that SEPTA funding issues will be addressed in Pennsylvania that will allow service to continue in Delaware," a DelDOT spokesperson said.

From Trains

Union Pacific floats transcon merger trial balloons: Analysis

[Bill Stephens](#) |

Increasingly detailed leaks and CEO comments test reaction to a potential merger deal with Norfolk Southern

July 18, 2025

<https://www.trains.com/>

Waukesha, WI

Union Pacific appears to be using a familiar playbook that large, publicly traded companies trot out when considering mergers and acquisitions: Send up trial balloons and see how they fly.

These trial balloons let management gauge market reaction, political sentiment, and how the media might spin the story, all without committing to a deal. They also allow a company to shape the narrative.

Yesterday the *Wall Street Journal* reported that UP was having merger talks with Norfolk Southern. There was no guarantee the talks would result in a deal, the newspaper said, citing people familiar with the matter.

The Associated Press reported later on Thursday that UP and NS began merger talks in the first quarter of this year, citing people familiar with the matter. Similar reports emerged from Reuters and the *Financial Times*.

It was the second straight day of leaks to the media. *Semafor*, an online publication, reported on Wednesday that UP was working with the investment bank Morgan Stanley for advice on potential mergers, again citing people familiar with the matter. *Semafor* earlier had reported that UP was in merger talks.

An educated guess would be that these deliberate leaks came from within Union Pacific Center at 1400 Douglas St. in Omaha, Neb. It's possible, but seems less likely, that the slow drip of information came from 650 W. Peachtree St., the NS headquarters in Atlanta.

There was certainly no leak involved when UP CEO Jim Vena touted the benefits of mergers — and acknowledged the regulatory risks — in an April interview with *Trains*. "I think it's a win for our customers and a win for competition and it's a win for how the country should move ahead. Now, on the regulatory front, it's complicated," Vena said.

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The magazine's May 12 report, "[Some Class I railroads take a fresh look at mergers](#)," sparked a wider public conversation that included rail executives, investors, analysts, and the business media.

Within a few weeks, top executives from all of the major railroads gave their outlooks on potential Class I mergers. Investors weighed in, too. NS and CSX stock prices have rallied on merger speculation, while UP's has remained flat, perhaps an indication of concern over regulatory risk. A TD Cowen shipper survey found that two-thirds of rail customers would support a transcon merger so long as it offered concessions such as reciprocal switching. And Surface Transportation Board Chairman Patrick Fuchs carefully sidestepped questions about mergers.

The progression here — Vena sounding like a man in a merger mood, followed by leaks that offered increasingly more detail — are a test of how the market, investors, competitors, customers, and regulators would react to a potential deal. It's a strategic process that unfolded predictably.

What happens next is not so predictable. Certainly, this is a case of where there's smoke there's fire, and you can believe the media reports that cite people familiar with the matter. Until there's a formal merger announcement, though, we're left with questions — lots of them.

Could another suitor emerge now that the railroad world knows UP and NS are in talks? To protect his shareholders, NS CEO Mark George will have to seek other offers, if only to know if whatever merger premium UP is willing to pay is in the ballpark.

If UP and NS reach a deal to form the first transcontinental railroad in the U.S., how will Western rival BNSF Railway react? Will it begin talks with CSX? Or will it tap owner Berkshire Hathaway's nearly bottomless cash reserves and start a bidding war for Norfolk Southern?

If talks with NS are a dead end, will UP seek to partner with CSX?

In the current political environment, it seems unlikely that Canadian National or Canadian Pacific Kansas City could enter the fray. Can you imagine the reaction in Washington if a Canadian railroad were to propose acquiring one of the Eastern U.S. railroads? Hoo-boy.

Since one merger deal will inevitably lead to another — leading to two coast-to-coast railroads in the U.S. — how will that play with shippers, regulators, elected officials, and the Justice Department?

And how could any deal get past go without a voting trust? Among other things, voting trusts allow shareholders of the railroad being acquired to cash out right away, rather than waiting for the regulatory process to play out over 18 months or more. In the battle for Kansas City Southern, the STB shot down CN's request to put KCS in a voting trust, and analysts believe that decision shut the door to use of a voting trust under the board's tougher 2001 merger rules.

Amid these questions, three things seem clear. First, any merger application will face an uphill battle given the STB's untested and tougher 2001 merger review rules. Second, no application will be filed until a third Republican is named to the STB, which would break the current 2-2 split along party lines. And, third, it sure will be interesting to watch this chess match unfold.

For a Laugh

A man and a Priest

A man told his priest, "I have a desire to live forever."

"You should get married," the priest replied.

"Will that make me live forever?" asked the man.

The priest looked at him and said, "No. But it will kill the desire to."

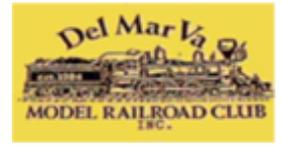
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At the Age

Most people are at the age where they use their phones to document the good times in their lives. I am at the age where I use my phone to take pictures of labels so I can use my fingers to enlarge them so I can read the print

A Man and the Lord

A man, deep in thought, was walking along a beach in California when he looked up to the sky and said, "Lord, if you would, grant me just one wish."

Clouds covered the clear blue sky and a booming voice called out, "Because you have been faithful to me all these years, my son, what is your wish?"

"I would like you to build a bridge to Hawaii so I could drive over anytime I wanted."

The Lord said, "That is very materialistic. Think of the enormous challenges for that undertaking. The supports required to reach the floor of the Pacific Ocean, the amount of concrete and steel it would take over thousands of miles. I can do it, but it is hard for me to justify your desire for worldly things. What other wish would you want?"

The man thought then said, "I want to be able to understand women. What they mean when they give you the silent treatment, why they cry, what they mean when they say, 'Nothing', and how can I make a woman truly happy."

The Lord replied, "Do you want 2 lanes or 4 lanes on that bridge?"

You Might be a Redneck If.....



The Memory of an Elephant

I have the memory of an elephant. I went to the zoo once and saw an elephant.

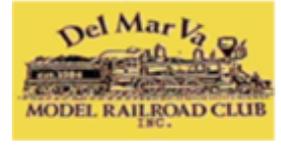
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Chipping onto the Green

A woman was playing in a prestigious LPGA event with her the other members of her foursome and was about to chip onto the 4th green. She noticed a hearse driving by with a long line of cars behind it. She removed her visor and bowed down until the last car had passed.

One of the women in the group said, "My word, that was very nice and respectful of you to do that."

The woman replied, "It's the least I could do. We were married for 35 years."

Why Women Lead Happier Lives than Men

The main reason why women lead happier lives than men is because most of them don't have wives.

Upcoming Events

(Mid Atlantic Train Show List, Model Traub Shows And Schedules 2.0 Facebook page and subscribers.

Highlighted events signify club participation.)

Ongoing 2025 – Tour the Red Caboose. PRR 477123, built in 1917, at the Lewes Junction Railroad & Bridge Association. 1st & 3rd Sundays. Hours 10a-2p, weather permitting. The caboose is located between the Lewes Public Library and the Lewes History Museum, 111 Adams Ave., Lewes DE. For details, please visit: www.lewesjunctionrr.org.

Ongoing until October 26, 2025 – Shop Tours. Strasburg RailRoad, 301 Gap Rd., Ronks, PA. Advanced reservations are strongly recommended call 866-725-9666. Kids under the age of 5 not permitted, 5-17 must be accompanied by a paying adult. All participants MUST sign a release form upon check-in. Due to the nature of the facility, tours are not accessible to individuals requiring mobility devices. Guest are encouraged to wear appropriate footwear, high heels and flip-flops are discouraged.

Ongoing until November 2025 – Steaming Day at the Marshall Steam Museum at Auburn Heights. 3000 Creek Rd., Hockessin, DE. 1st Sunday of each month. Hours: 12:30-4:30p. Admission: \$15-Ages 13+, \$10: Ages 12 & under. FREE: Infants under 1 and Friends of Auburn Heights Members. Every Steamin' Day Ticket Includes:

- Unlimited rides in one of our antique autos and on the Auburn Valley Railroad (1/8-scale coal-fired and diesel trains).
- Popcorn Treats: Fresh-popped popcorn from our vintage popper.
- Inside the Marshall Steam Museum, explore the world's largest operating collection of Stanley steam cars, a working 1930s Standard gauge train layout, engaging exhibits, and the gift shop.
- Crafts and fun activities for the little ones inside the museum.
- Firing Up Demonstrations to see how we set a steam car in motion at 1:30 PM.

For an additional charge – \$8-Ages 13+, \$4-Ages 12 & under, FREE-Infants under 1 – tour the 1897 mansion, home to three generations of the Marshall family, operated by Auburn Valley State Park.

August 9, 2025 - Summer 2Rail O Scale Train Show & Swap Meet. Strasburg Fire Co., 203 W. Franklin St., Strasburg, PA. Hours 9a-1p. For tables or advance admission please complete the form at <https://www.facebook.com/Strasburg2RailShow/> and send it with payment to Rich Yoder, 625 Anne Drive, Wernersville, PA. He can also be reached via email at oscale48@comcast or in the evening at 484-256-4068.

August 9, 2025 – Model Train Show & Swap Meet. Joplin History & Mineral Museum. 504 S. Schifferdecker Ave., Joplin, MO. Hours: 9a-3p. Admission: \$5, kids 12 & under FREE. For more info visit: <http://www.TriStateModelRailroaders.com>

August 23, 2025 – Harrington Heritage Day. DMVRRRC setup near the Harrington Tower Railroad Museum, 108 Fleming St., Harrington, DE. Hours 9a-4p. Join us as we celebrate the continuing importance of agriculture and celebrates the rich history of Harrington. Club will have a free gift for visitors, railroad-related items for sale

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and an O gauge layout to view. For more info, visit: www.facebook.com/HarringtonHeritageDay.

August 24, 2025 - Central Pennsylvania Chapter NRHS 49th Annual Train Show & Sale. Warrior Run Fire Department Social Hall, Second St., Allenwood, PA. Hours 9a-2p. For details, please visit <https://www.centralpanrhs.org/> or contact Mark Irvin via email at irvinwepfer@msn.com or (717) 343-7182.

August 24-25, 2025 – Long Island Railroad Festival. Railroad Museum of Long Island, 440 4th St, Greenport., NY. Hours: 10a-4p. No other information at press time.

September 3-6, 20, 2025 – All O Scale meeting sponsored by the Narrow Gauge Modeling Company. New Hope Church, 584 Colonial Club Drive, Harrisburg, PA. For details, please visit: <https://www.facebook.com/No1narrowgaugemodelingcompany/>.

September 11-14, 2025 – Mid-Atlantic Railroad Prototype Modelers Meet. BWI Doubletree by Hilton, 890 Elkridge Landing Rd., Linthicum, Maryland. Our Railroad Prototype Modelers meet offers clinics, model displays, vendors, open houses, and operating sessions, in addition to plenty of networking and camaraderie. For details and registration please visit <https://www.marpm.org/> or contact Jerry Britton via email at jerry@pennsyrr.com or call 717-979-9167.

September 13-14, 18-21, 2025 – Day Out With Thomas. Strasburg Rail Road, 301 Gap Rd., Ronks, PA. Trains depart: 9:45a, 10:45a, 11:45a, 12:45p, 1:45p, 2:45p, 3:45p (**Last train 1:45p on September 18**). Tickets start at \$28. Get ready for smiles, laughter, and unforgettable family memories! Thomas the Tank Engine™ is rolling back into Strasburg Rail Road, and you won't want to miss the pure delight your little ones face when they see all their favorite characters come to life. After your scenic journey through the beautiful Lancaster countryside (pulled by Thomas himself!) your kids will enjoy a full day of Sodor-themed fun at the station — featuring live entertainment, photo ops with their favorite characters, and a specialty gift shop. Tickets sell quickly, so [book now](#) to secure your preferred date and time. We can't wait to welcome you aboard!

September 21, 2025 (Rain date-September 28) – Delmar Heritage Day. Hours: 10a-2p. There will be free carriage rides, a live band, a rock-climbing wall for the kids, craft and food vendors and more! Club will have a free gift for visitors, railroad-related items for sale. For info, visit: <https://www.townofdelmar.us/heritage-day.htm>

September 21, 2025 - TCA Atlantic Division Train Show. Ballroom at the Phoenix, 1661 Mill Road, Chichester, PA 19061. Hours 9a-1p with TCA Members admitted at 8am. New trains, collectibles and running trains. For information, please call Bob Lubonksi at 856-608-9265. For registration, please call Chris Bogus 610.888-3115.

September 28, 2025 – H.C. Wilcox Technical High School Railroad Hobby Show. 298 Oregon Rd., Meriden, CT. Hours: 9a-3p. Admission: \$5, kid under 10 FREE. FREE parking, handicapped accessible facility. Spend the day enjoying 10,000 sq. ft. of model trains. toy trains, railroad accessories and memorabilia featuring operating model railroad layouts, hands-on activities, great food and fun for all ages. Proceeds benefit the Wilcox Student Council. For info, contact Wilcox Student Council at Wilcox.studentcouncil@cttech.org or call 203-848-9683.

October 12, 2025 – The FREE Leesport Toy & Train Show. 302 Gernants Rd., Leesport, PA. Hours: 8a-1p. FREE admission. Trains and toys of all eras for collectors and operators. FREE vendor tables but you must call or email for tables (limit 2 tables per vendor). Toy or train related merchandise only. If you have any questions, contact: Gary @ 610-587-8139, Don @ 800-789-5068 or TrainShows@cabinfeverauctions.com.

October 16-18, 2025 - Train Collectors Association (TCA) Eastern Division York Meet. York Expo Center, 334 Carlisle Ave, York, PA. TCA membership required to attend. Other future dates at <https://easterntca.com/read-more.htm>.

October 16-19, 2025 - Philly Express, the 2025 NMRA Mid-East Region Convention. Crowne Plaza King

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of Prussia Hotel, 260 Mall Blvd, King of Prussia, PA 19406. Enjoy our train show featuring vendors selling new and used model trains, railroad collectibles, and more. Operating model railroad displays. Open to the public in conjunction with NMRA MER Regional Convention. For details please visit <https://phillyexpress.org/> or contact Kevin Feeny via email at ic4277eb@yahoo.com, call (203) 246-1675 or visit <https://phillyexpress.org/>

October 23-25, 2025 – Fall York Train Show. York Fairgrounds, 334 Carlisle Ave., York, PA. Admission: TCA members: \$14, guest registration: \$22, spouses of TCA members: \$2, children under 18: FREE. York Preshow in Purple Hall – October 20-22. Preshow is free to public.

November 8-9, 2025 – Allentown Train Meet Associates First Frost Train Meet. Allentown Fairgrounds Agri-plex, 1925 W. Chew St., Allentown, PA. Hours: Sat: 9a-4p, Sun: 9a-3p, open both days 8a for pre-registered ticket holders only. Admission: Adults pre-registered \$10, at door \$15, kids 12 & under FREE. Operating train layouts, vendors, historical societies. Proceeds benefit Rockland High School Band. For info, contact secretary@amherstrail.org call 860-209-8155.

November 22, 2025 – Hartly Train Show. Hartly Volunteer Fire Co., 2898 Arthurville Rd., Hartly, DE. 9a-3p. Admission: \$5, kids 12 and under FREE. Over 150 tables of toys and trains. A model train will be on display in the engine bay. Food is available for purchase made by the Ladies Axillary. For more info, visit: <https://hartlyfire51.com/>

November 22-23, 2025 - Town of Oyster Bay Model Train Show. Hicksville Community Center, 28 West Carl St., Hicksville, NY 11801. Hours 11a-4p both days. Proceeds to benefit the Oyster Bay Railroad Museum. For additional information, please visit <http://www.trainville.com/>.

November 30, 2025 - Train Show sponsored by the Hagerstown Model Railroad Museum. Washington County Agricultural Center, 7303 Sharpsburg Pike, Boonsboro, MD. Hours 9:00am-1:30pm. For information, please visit <https://www.antietamstation.com/>

November 29-30, December 6-7, 2025 – DelMarVa Model Railroad Club Annual Open House. 103 E. State St., Delmar, DE. Saturday: 11a-4p; Sunday: Noon-4p. Free parking and admission. 8,000 sq ft of trains. 7 layouts displaying T-Scale to G-Scale, raffle prizes, white elephant table, “Seek and Find” scavenger hunt game, food and drink by St. Stephen’s Church youth group, railroad videos playing throughout the day. For more info, or call 302-548-4586 or visit our website: <http://www.delmarvamodelrailroadclub.org/>.

December 2, 2025-January 8, 2026 – Eagle Line Railroad Model Railroad Display. 12169 Ober Ln., Ridgely, MD. Every Tuesday & Thursday. Hours: 7p-9p. Handicapped accessible. FREE admission. Donations appreciated. Santa will visit Tuesday, December 23. **Open House Sunday December 21, 28, 2025 & January 4, 2026. Hours: 1p-4p.** Call 410-310-2861 or visit: <http://www.EagleLineRailroad.com>.

January 4-5, 11-12, 2026 – DelMarVa Model Railroad Club Annual Open House. 103 E. State St., Delmar, DE. Saturday: 11a-4p; Sunday: Noon-4p. Free parking and admission. 8,000 sq ft of trains. 7 layouts displaying T-Scale to G-Scale, raffle prizes, white elephant table, “Seek and Find” scavenger hunt game, food and drink by St. Stephen’s Church youth group, railroad videos playing throughout the day. For more info, or call 302-548-4586 or visit our website: <http://www.delmarvamodelrailroadclub.org/>.

Club Officers

Tim Burlingame, President	John Gladmon, Director (2026)
Rowland Ritte, Vice President	David Legates, Director (2027)
Linda Long, Secretary	Jeff Shockley, Director (2026)
Bill Deeter, Treasurer	Ivan Smith, Director (2027)
Charlie Larrimore, Director (Past President)	

Committee Chairs

John Huntzinger, Activities	Joe Mueller, Museum
Bill Hudson, House	Linda Long, Open House
Rommel Miller, Library	Vacant, Publicity
Bill Deeter, Membership	Jeff Shockley White Elephant
Jeff Shockley, Club Historian	

Scale Coordinators:

Tim Burlingame, O Gauge	Charlie Larrimore, Bill Shehan Room
Bill Deeter, HO Scale	Charlie Larrimore, Tin Plate
Ed Frampton, N Scale Mod, Z Scale	Steve Long, N Scale DCC
Ed Frampton, T Scale	Robert Scott, S Gauge