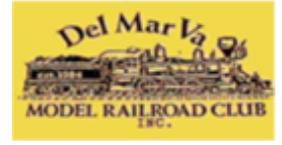


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1

Index	
Club News	1
Member News	2
Layout News	12
Railroad News	14
Upcoming Events	16

Next Meeting

Our next meeting will be on Wednesday, September 3, 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 September Birthday to:

- Bill Bly
- Bob Burket
- Ed Frampton
- Terry Fry
- Don Miller



If I missed your birthday, please let me know. The membership list I am using is missing some members' birthdays.

Club News

Crew Call for DMRRClub Prototype Operating Session

When: Saturday September 13, 2025 12:00 pm (please try and arrive around 11:30am to be ready to roll by 12). Also not date change for the last session of the year; it will be October 4, 2025; then it is time to get ready for Open House!

Where: Delmarva Model Railroad Club, 103 East State Street 2nd Floor (stairs only), Delmar, DE 19940

For Map: <https://delmarvamodelrailroadclub.org/>, please park in the St. Stevens parking lot.

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

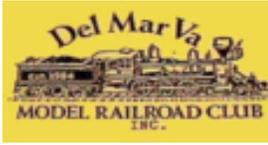
The Sessions are open to anyone interested in Prototype Operations. Members of the club do have seniority on choice of positions. We get around 12 to 15 people per session but can easily accommodate twice that amount.

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

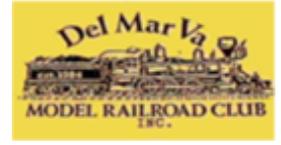
We use FRS Radios. The control system is DCC by Digitrax. We have both Simplex and Duplex wireleses. We have a few UT 4 Rs and 2 new UT 6 Ds and FRS radios available for those that need them. Please bring your own if you have them.

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.

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



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September 2025

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2

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.

Harrington Heritage Day Report

Jeff Shockley

First of all, I want thank Shawn, Tim, Bill H., David, Ginger, Michael, Ian, Cheryl and Russell for joining me at Harrington Heritage Day on August 23.

The day started with setup at 7:30. Tim, Bill, Shawn, David and I were there and had both canopies up and the booths up and running by the start of the event at 9am. Tim and Bill had the O gauge layout running smoothly in quick order. We occupied the area between the railroad tower and cabooses. Ed Kline and John Huntzinger, with the Harrington Historical Society, were there to man the facilities.

It was a slow start, with the first visitors not showing up until between 10 and 10:30, but it was a steady flow after that. We had about 30 folks fill out tickets for the free raffle. We even gave out the remainder of the McDonald's kids cups we found in the storage room earlier this year. The cups contained several railroad coloring pages, a box of colored pencils, and a club sticker. The kids were even enthralled by the layout, with many expressing "Oh WOW's" throughout the day.



Having never been in an actual railroad tower, I took a little time to check it out. I walked up the 17 steps and took in the view. It was amazing to see how far down the tracks I could see. Ed talked about how the tower worked, the territory of the railroad it covered and the process it took to operate the turnouts and signals.

The line of visitors thinned out by the time we decided to pack it all up at 2. Cheryl picked the winning ticket of the raffle and notified the winner, Jay Cannon. Luckily, Jay, and his daughter, were still at the festival and stopped by to get the railroad Christmas puzzle and a picture.

With everyone's help, we were packed up and on the road by 2:30.

Member News

From Rowland Ritte via Alex Mays

East Broad Top #16

August 12, 2025

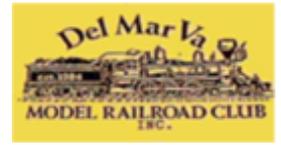
Last Saturday night about 10:00pm, I received a message from a very reliable source that East Broad Top's three-foot gauge, 2-8-2, No. 16, had been placed back in service following repairs.

Apparently after the EBT's popular "Christmas in Coal Country" event in December, No. 16 was thoroughly inspected and issues with the leading and trailing trucks were found. Repairs were made during the first eight months of this year and were completed in late July.

After some test runs, No. 16 was cleared to return to service. The first public excursions powered by No. 16 during 2025 took place over the weekend of August 8-10. Teresa and I left home at O Dark Thirty, Sunday morning and arrived in Orbisonia at 9:40am just after the 16 had backed out of the roundhouse and was in the Orbisonia yard undergoing final checks before the day's first run.



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3

We spent most of the day photographing and riding behind the 16. The EBT plans to run No. 16 for the rest of this year's season. For schedules visit their website at <https://eastbroadtop.com/>

All photos by Alex Mays



No. 16 had backed out of the roundhouse a few minutes before we arrived.



Shortly after No. 16 was backed out of the roundhouse EBT mechanical staff performed some final checks and servicing in the Orbisonia yard before the day's first run. After these tasks were completed No. 16 backed into the freight yard to couple onto the five-car consist for the day's runs. This shot was taken as No. 16 began its backup move. Cool temps provided outstanding conditions for large plumes of steam.



No. 16 backed into the freight yard to switch onto another line to couple onto its passenger consist for the day's runs.



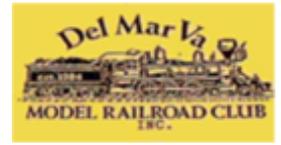
An EBT staffer throws the switch to align the track to where the passenger cars were.



After No. 16 coupled onto the consist the train pulled forward to the Orbisonia station to board passengers.



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4



Bright sun all day provided outstanding lighting.



The day's first run approaches the Enyeart Road crossing two miles north of Orbisonia. The consist for this day's runs was an ex-flatcar equipped with wooden benches, referred to as the "Cinder Car" by EBT, two coaches, one combine equipped with a wheelchair left, and wooden caboose No. 28.



North bound approaching the short bridge over Runk Road three miles north of Orbisonia.



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5



Preparing to cross the short bridge over Runk Road.



The day's first run south bound approaching the short bridge over Runk Road three miles north of Orbisonia.
All trains on this day stopped for a few minutes at Colgate Grove.



Crossing the short bridge over Runk Road three miles north of Orbisonia.



Approaching Red Roof & Rail B&B two miles north of Orbisonia.



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6



Approaching Broadbeck Road on the northern outskirts of Orbisonia.



Transferring to the track leading to the wye in the Orbisonia yard just north of the station to turn the train for the next run.



We rode the noon train. Approaching the overhead bridge at the crest of McMullin Summit.



Running parallel to the wye at Colgate Grove. The train will continue another 100 yards and then back down the north leg of the wye so it can be turned for the trip back to Orbisonia.

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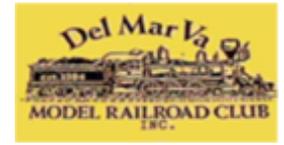
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September 2025

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7



The day's third run north bound approaching the short bridge over Runk Road three miles north of Orbisonia. Wildflowers were in full bloom everywhere.



South bound on the short bridge over Runk Road three miles north of Orbisonia



Southbound three miles north of Orbisonia after crossing the short bridge over Runk Road.

Baltimore & Ohio Book Review

John A. Nawn

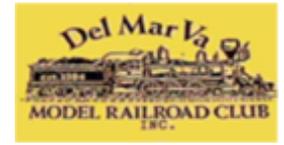
I recently picked up a copy of the new Garbley Publishing book, *Along the Potomac to the Alleghenies, Baltimore and Ohio, Chessie System and CSX, 1967 to 1995* (ISBN 979-8-9924707-4-1). Yes, an actual printed book! Soft cover, 84 pages, over 100 photographs, 99% color.

As those who participate in, build and operate our HO scale layout, you are aware we are attempting to prototypically model the Baltimore & Ohio Railroad between Grafton, WV and Cincinnati, OH, a piece of railroad that doesn't exist anymore and was pulled up in the late 1970s (but you can still walk through the real Moonville Tunnel). And frankly there is not a lot of information available about the real B&O Southwest.

But I purchased this book, as I am not a B&O RR modeler, to help give me a sense, a flavor, of the B&O through the period and location that we model. My exposure to the B&O is limited to my wife and I's first house which was practically on the Boone Tunnel, on B&O's Philadelphia Subdivision, between 1987 and 1998. From my bathroom, I could hear the rumble of the constant parade of trains through the skylight/vent. Pretty unique experience from the land of SPF's and Can Opener fans. Growing up, I lived in ear shot of and rode quite frequently trolleys, real interurban trolleys from the 1930s and 40s. Not the LRV's we have now. It's hard to believe that the replacements for the trolleys I loved and rode in my youth are now 50 years old. (In the professional transit world, SEPTA is known for having the oldest operating transit 'museum' in the country, the



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8

equipment the commuters are riding every day.) There is at least one tourist museum that is operating trolley's newer than what SEPTA puts on the street every day...but I digress.

While we had a Conrail branch through town, the train came once a week, at night, to service the bubble gum factory next to the superfund site in the next town. Usually an SW-9 and a few 40 foot boxcars with an N-5c caboose. No longer serviced the lumber yard, which I watched them tear down, the Gulf Oil Dealer, which was abandoned by the time I knew it was there (now a school district bus garage), the scrap metal dealer, or the quarry, which has since been filled and is now a Lowes and a Giant, along with few other stores. When I was in college, the last train on the line derailed and the rescue train, likewise, derailed. After that, Conrail embargoed the line and then tore it up a few years later. The bubble gum factory is long gone and is now a YMCA...but the adjacent superfund site cleanup, continues!

So, I figure if I am going to prototypically model the B&O and, more importantly, assist in directing the prototypical operations of the B&O, I should probably continue learning more about the railroad itself. When I was railfanning the Philadelphia Subdivision in the late 80s and 90s, it was all blue and gray. Finding a Chessie cat was a treat, although I did get to see, in person, the Chessie Safety Express, pulled by 614, in 1981, at full speed on the Philadelphia subdivision, the same engine currently being returned to service at Strasburg. Should probably find those pictures one day...

I attended Drexel University. In college, my Freshman year calculus and differential equation's classes were in the building adjacent to Conrail's 'High Line'. Trains came by so often you hardly noticed. I got a D in math, but I still graduated and became an engineer...Spent many a day decompressing in nearby 30th Street Station, still one of my favorite concourses on the planet.

So, back to the book. Spoiler alert! While the period is appropriate for our era, somewhat, the book coverage ends east of Grafton. Our railroad is of course west of Grafton. Grafton is on the west side of the Alleghenies. The river we cross on the main line is the Ohio River. The Potomac starts on the east side of the mountains, east of Grafton. Nonetheless, it was a good photo essay to help establish the look and feel of what we are trying to model and operate. There was one picture of the former, large coaling tower at Grafton, and a couple of pictures of train number 11, the Metropolitan. By 1967, the Met appeared to be down to two head end cars and two coaches. Not the thriving passenger service that we model. And I think that's why this book was a good choice. While we attempt to be as prototypical as possible, we allow some modeler's 'license'. Our stated period is 1971. If you ever step into the Dispatcher's office, you will see I have a 1971 B&O calendar hanging on the wall and a map of Parkersburg, from about the same period. But, if we were truly modeling 1971, there would not be any passenger service on the layout, as the National Limited and the Metropolitan had both been discontinued by then nor would there be any Chessie cats on the layout as the 'Chessie System' didn't come into existence until 1972. So then, as a photographic resource as to how things may have looked in *about* our time frame and *about* our location, this book was a good read.

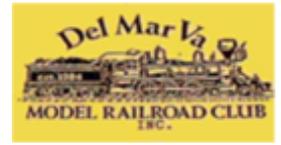
So, as a non-B&O modeler, I thought the book was helpful to me to understand the look and feel of our railroad. Whether you are a beano modeler or not, what are you doing to help enhance your understanding of our railroad?

In Memorium: Roger I. Sekera

Roger Sekera, 86, died peacefully at Easton hospital in the early hours of August 16, 2025. Roger was born in Berwyn, Illinois on August 23, 1938 to Irwin and Mildred (Ratajik) Sekera, both descendants of Czechoslovakia. He is survived by his wife, Sue Sekera, his son, Jeffrey Sekera, his daughter, Katie Sekera, his sister, Susie Opdahl and his beloved West Highland Terrier, Percy.



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September 2025

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9



Roger spent his high school & college years at Lyons Township in La Grange IL, De Pauw University in Greencastle, IN and Loyola University for a Master’s Degree in Industrial Relations. He joined the U.S. Navy as a Supply Officer in 1962. Most of his career in Human Resources/Executive Search Consulting was spent in Chicago and Washington D.C. He enjoyed many outdoor activities, including sailing, cross-country skiing and was an avid sports fan, especially of baseball. In later years, he became passionate about model railroads as his main hobby and was part of a large group in the DC area. Moving to Easton in 2020, he built from scratch a model of a 1959 Norfolk, Virginia railroad, now completely operational.

During his long, active life, Roger and Sue were fortunate to travel overseas frequently. They spent extensive periods of time with his British in-laws in Dorset, UK, and owned a second home in southern France.

As someone summed him up: “a stalwart friend for many decades; smart, humorous and a pleasure to be with. What a blessing to have known him.”

In lieu of flowers, please consider a memorial donation to the Delmarva Model Railroad Club. Send checks to: DMRRC, PO Box 19, Delmar, DE 19940.

Continuation of Seaboard Lounge Car build – Part 3

Bill Latourney

The assembled shell is painted in Tamiya TS14 gloss black. This was used as a primer. You may be able to see some scuff marks on the shell. I had to do it over three times. I has a small dirt problem and the letterboard came off, and then a vent came off. I used 2000 and 4000 sandpaper.



The photos (on the next page) show the painted shell. I painted this using Tamiya TS83. I sprayed two separate coats. Before I painted, I wiped down with a tack cloth. When I paint this, I put the Tamiya paint can in very warm water for about five minutes. This thins the paint and helps it spray out better. Tamiya rattle can paint does a great job and makes an airbrush obsolete, at least in this application.



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10



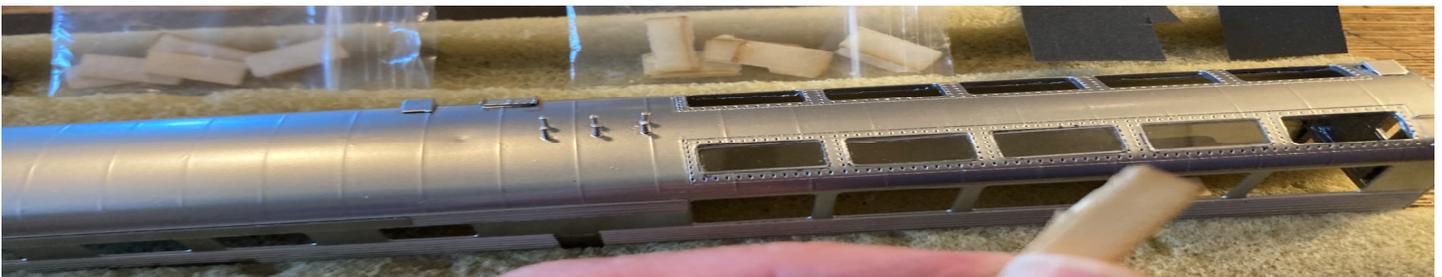
Roof windows:

Note the windows with tape on them. This tape is a little bit difficult to remove when not installed in the roof. This time I elected to assemble the shell in one piece and then fit to the chassis. The previous car that I built, I fitted the end and side panels to the chassis and installed the roof last. Building the complete shell is the better way, and you get a much better fit of the parts.

I did have to make sure the shell fit the chassis and had to do some fitting, trimming, and sanding on the chassis. I said all this to say what a job it was to install the windows. With the shell already assembled, it was a job to press these windows in place.

In fact, the photo shows the small pieces of sandpaper that I used 400 and 1000 grid sandpaper. I slowly sanded each individual glass panel and repeatedly tried to fit in place the glass panel with one hand outside and one on the inside. It was a job!

At the start of installing the windows, the first two took me over an hour and a half to install. And in the process, the side panel broke free from where I had it glued and I had to reglue and do paint spot and blend repair. In the photo you will note on the side panel at the large windows that there is very little area that actually glues to the roof. If I do one of these Sun Lounges again, I will have the roof glass installed prior to assembly and painting. The thing that worried me was that they made a note about the glass panels that if you have trouble removing the tape, you can use WD40!! Say what?



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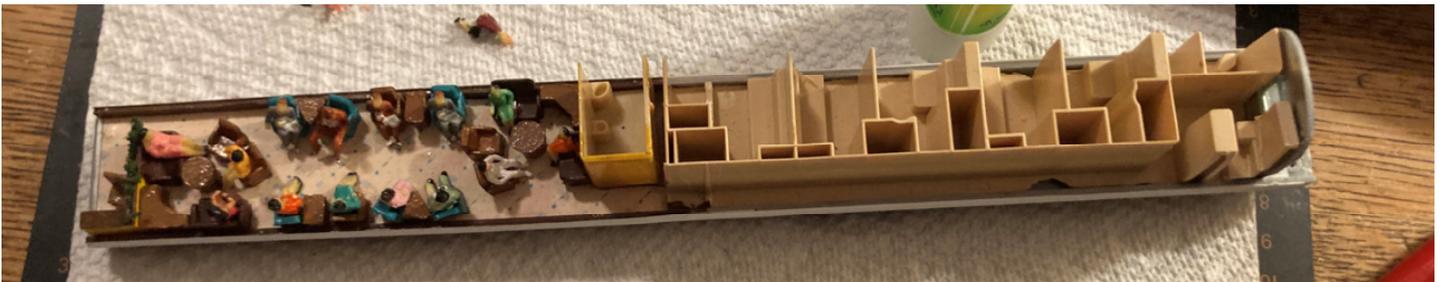
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11

This is a top view of the chassis with carpet, tables, chairs, and people seated in the chairs. This shows the correct number of tables and chairs and their positions in the lounge car. At the rear of the car there is a planter on top of a small partition. This is an exact replica of the lounge car and what I used for greenery was Woodland Scenics greenery. The sleeper compartment was a Walthers Mainline (910) observation car. I had to cut down and also trim the width so it would fit in the donor car, which was a (932) series. Also note a partition (which I cut from another car) in the front of the lounge section that represents the wall separating the lounge from the buffet section and then behind that of course is the sleeper compartments. Note that the carpet has seashell design that duplicates the original carpet when this car was manufactured by Pullman.



This photo shows the shell fitted over the chassis. You can see the people inside. More work had to be done on the chassis including installing the trucks and the couplers.



The two photos show spacing of weights and also a good look at the seated people. Note glue, digital scale, and Cabelas Dail Caliper. Note also, there were more weights installed in the car to get it up to spec as to its weight.





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September 2025

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12



Layout News

HO Layout News

August Dispatchers Report

John A. Nawn, Chief Dispatcher

On Saturday, August 10, 2025, we conducted our seventh operating session for the 2025 season on the HO layout. That only leaves two op sessions remaining for 2025; September and October. If you were thinking of joining us for operations this year, there are only two opportunities left!

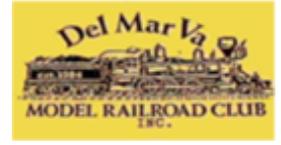
Nineteen crew members were present for our August session. Attendees included Superintendent, Chief Dispatcher, Parkersburg High (PH) Yardmaster, Chillicothe (CH) yardmaster, Parkersburg Low (PL) Yardmaster, the Weiland and Port Charles Trainmaster and the Midland Steel Yardmaster and Assistant Yardmaster. This left 5 mainline crews and 7 crews for the Ohio River Subdivision. The Portsmouth Subdivision was operated by the Steel Mill crew, including a run to the slag dump, and the Superintendent served as the Chillicothe yardmaster.

The session began at Noon. The last train tied up at 4:30 PM. The first trains out were the locals eastbound out of Chillicothe including the Chim Run, (Athens & Hamden), the District Run (steel mill), the Mill Turn (Mead paper) and the Main Street Job (N&W interchange). Chillicothe was hoping at the start of the session! Parkersburg also sent out and completed both the Union Turn and Penns Turn (serving Williamstown and Pennsburg). Four trains were annulled. This included the east and westbound Duke Power trains between Cincinnati and Parkersburg, hope the lights stay on, and the PH97 and CH94, which were not present in either Cincinnati of Grafton, respectively. We moved 14 trains with 136 cars eastbound on the mainline and 18 trains with 189 cars westbound. The Ohio River subdivision handled 167 cars in 25 trains with the W&PC moving 30 cars in 5 trains. A grand total of 64 trains and 554 cars were moved this session, bringing our 2025 total to 496 trains and 3,645 cars. All trains were reported complete at the end of the session. If we continue to move trains this way, we will easily surpass 500 trains moved in 2025 and likely surpass 4,000 cars moved. Moving cars at this pace, it's a wonder why the 'real' B&O Southwest was abandoned. Since February, we have had 117 crew members participate in moving trains over the railroad.

Some issues were reported with a phantom short circuit on the Cincinnati yard ladder that the Superintendent will be looking into. Yard capacity continues to be an issue. While Cincinnati was relatively empty this session, Grafton was plugged. It appears we have an east-west balance issue, that will likely not be addressed this year, with only two ops left. No different than the prototype, I suppose. But it brings up another point. When terminating trains are assigned to a yard track in either Grafton or Cincinnati, if your train will not fit into the track assigned by the Dispatcher, it is the crew's responsibility to inform the Dispatcher and await instructions, prior to signing off. All trains must fit in their assigned track, between the clearance points, which are marked,



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13

before dispatching your train. Otherwise, contact the Dispatcher and advise accordingly. To help with this issue, the dispatcher team will be measuring yard track lengths in Grafton and Cincinnati and posting the results at the yards and in the dispatcher's office.

Minor issues persist at the Hamden crossover, with the mainline switch not closing, although the Dispatcher Panel showed it as closed. Our MOW crew will exercise the switches to ensure accurate reporting on the panel. Of course, this brings up another issue. It's always a good idea for crew members to contact the Dispatcher and verify switch position (and signal display) as you operate your train. Train operation should be an inclusive, interactive process. Let's do more than just run your train from point A to B.

Personally, I have been working on the consists for trains #1, # 2, #10, and #11. Both Metropolitan Limited's now have 10 cars each and were tested around the layout, east and westbound, running without issue. The Met never carried a tail car to the best of my research. I am working on a solution to designate the last car in the consist and install marker lights in that car, so it is evident where the end of the train is. Nonetheless, it is the crew's responsibility to know how many cars are in your train, you confirm it with the Dispatcher before you head out, and make sure you have the same car count when your run is complete. Both National Limited's now have more similar consists and have 9 cars each. I am working on adding a 10th car to each National. Of course, the National's carry a tail car, so if you exit Moonville, for instance, without the tail car, you know you don't have your whole train. Just like our freight trains which all carry a caboose.

It did appear that there were far less derailments and issues this session. I would like to say that, in addition to our continued maintenance, track cleaning and rolling stock improvements, this was attributable to more careful and deliberate train handling. Please keep it up.

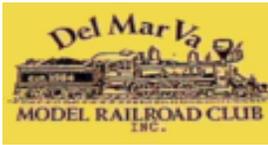
Nonetheless, another functional locomotive was bad ordered as it failed to have complete handrails in violation of Federal Railroad Administration regulation §231.29, regarding safety appliances on road locomotives. Yes, we are trying to move the needle on prototypical operations, and this is in that same vein. Two similar locomotives were found with incomplete handrails.

After the session, I cannibalized the handrails from one to make a complete set on the other and will return the former to operation when the missing/broken handrails are replaced, as soon as we find the parts. I do not believe there is any reason to touch a locomotive during an op session and, if you are using an uncoupling tool, no reason to touch a car, either.

Again, let's operate the trains more carefully, slowly if necessary. Should a derailment or mishap occur, and you do need to use the 0-5-0 to rerail your train, touch it by the fuel tank or the trucks, only. And call the Dispatcher. All derailments must be reported to the Dispatcher. And if the train is damaged, it must be bad ordered. Keep in mind that as you re-rail your train, you are likely handling someone's personal equipment.

Toward more prototypical operations, we replaced the Form 19 Train Order with a Form 31 Train Order. Form 19 is used when a train is in motion as it receives the order. As you know, if you have operated an extra under train orders on our layout, train orders are issued at the Dispatcher's window before you start. That is more traditionally done with Form 31. My research has indicated that the B&O preferred to use Form 31s on our modeled railroad. The major difference is that the crew must sign Form 31, while a crew signature was not required on Form 19. So be prepared to sign your Train Orders, if issued, at future ops. I am still deliberating on the use of Clearance Cards, too. More on that in 2026.

Problems persist with locomotives not staying consisted between sessions. However, the club now has seven UT6D throttle for members and guest use, thanks to the generous donations of some of our members to supplement the club purchase. Nonetheless, we still encourage members to bring their own UT6D or 602 throttles.



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14

The restrictions on the use of legacy throttles and phone apps or other WiFi throttles continue and will likely continue through Open House season.

Finally, for those that expressed interest, Delmarva Model Railroad Club Aprons are available. They are being sold at my cost, no upcharge or profit. See me on Wednesday nights to get yours.

Please join us for our next op session on Saturday September 13th. We will be starting at our normal time, noon. Feel free to come early and please be ready to go by 11:45.

2025 HO Scale RAILROAD TOTALS

		<u>Trains Run</u>						<u>Cars Moved</u>					
	Staff	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
Aug	19	18	14	25	5	2	64	189	136	167	30	23	545
Total	117	108	98	214	70	6	496	1,150	1,143	1,074	212	66	3,645

Railroad News

From *New York Times*

Ross Rowland, 85, Dies; a Railroad Preservationist by Way of Wall St.

Clay Risen

He made a fortune as a commodities broker, then used his wealth to back the American Freedom Train and other high-profile vintage excursions.

August 1, 2025

<http://www.nytimes.com>

New York, NY



Ross E. Rowland Jr., who made his fortune trading pork belly futures on Wall Street but was never happier than when he swapped his suit and tie for a locomotive engineer's jacket and cap as one of America's foremost steam-train buffs, died on July 19 in Watertown, N.Y. He was 85.

His wife, Karen Bendix, said the cause of death, in a hospital, was lung cancer. He lived in nearby Sackets Harbor, on Lake Ontario.

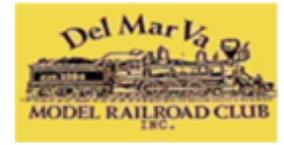
The son — and grandson, and great-grandson — of railroad workers, Mr. Rowland had been in love with steam trains for as long as he could remember. He dreamed of getting to drive a locomotive

of his own, and after founding one of the largest commodities brokerages in New York, he had the wherewithal to fulfill that wish.

In 1966, he started the High Iron Co., which offered trips around the Mid-Atlantic States in authentic rail cars pulled by vintage locomotives — including, eventually, Mr. Rowland's pride and joy, the Chesapeake & Ohio No. 614, a 112-foot, 239-ton colossus that he bought and refurbished in 1979.



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15

Mr. Rowland was the prime mover behind the Golden Spike Centennial Limited, which in 1969 carried passengers from Grand Central Terminal in New York City to Promontory, Utah, to mark the 100th anniversary of the first transcontinental railroad.

A few years later, he created the American Freedom Train, a traveling museum stocked with choice items from the Smithsonian Institution — George Washington’s copy of the Constitution, [Joe Louis](#)’s boxing trunks — that cruised through all 48 contiguous states in 1975 and 1976 in celebration of the country’s bicentennial.

From his office in a converted train station in Lebanon, N.J., he directed trips from Hoboken up the Hudson River, or across northern New Jersey to Port Jervis, N.Y., along the Delaware River.

Mr. Rowland was convinced that coal-powered steam trains could make a comeback, especially during the era of high oil prices in the 1970s and ’80s. He spent a considerable sum on a project called ACE 3000, a high-tech steam locomotive that ultimately proved unworkable.

But his dream was never really about dollars and cents.

“Compared to any steam engine,” [he told Trains.com in 2018](#), “no diesel could come close in my heart.”

Ross Ellsworth Rowland Jr. was born on July 11, 1940, in Albany, N.Y., the son of Ross E. Rowland Sr. and Helen (Jackson) Rowland. A few years later, the family moved to Cranford, N.J., where his father worked for the Central Railroad of New Jersey. His mother ran the household.

Young Ross took to hanging around a nearby rail yard.

“I became something of a mascot to those who worked there,” he told New Jersey Business Magazine in 1994. “Eventually they trusted me to help lubricate the trains. It was so exciting because I was helping maintain steam locomotives.”

When he was 14, he ran away from home after a fight with his parents. In California, he found work at a luxury resort frequented by John Wayne. But after three years, Mr. Wayne, who had hired him as a driver, told Ross to go home to his mother, which he did.

He completed high school, but instead of attending college, he followed a friend to Wall Street, where he founded Floor Broker Associates. It executed commodities trades for some of the biggest investment firms in the country.

Mr. Rowland’s first marriage, to Doris Lakin, ended in divorce. He married Ms. Bendix in 1998. Along with her, he is survived by two children from his first marriage, Cathy Pattison and Joseph Rowland, and a grandson. Another son, James, died.

Soon after conceiving the Golden Spike Centennial Limited, Mr. Rowland reached out to influential friends for help — including Mr. Wayne. The actor rode along on the train from New York to Salt Lake City, where he tied its arrival to the local debut of his 1969 movie “True Grit.”

Afterward, Mr. Wayne told Mr. Rowland that with the national bicentennial coming up, he should think about replicating the Golden Spike’s success, but on a grander scale. The American Freedom Train was born.

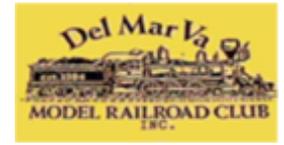
It was a triumph. The train stopped in 138 cities and drew millions of paying customers. It marked the high point of Mr. Rowland’s success in steam-driven tourism.

As railroad companies consolidated and freight rail made a comeback, there was less and less track available for excursions like his.

He also suffered a series of high-profile business failures. In the 1990s, he created the 21st Century Limited, intended to replicate the American Freedom Train’s success, this time to mark the end of the millennium. After years of planning, the company went bankrupt.



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16

The same thing happened to the Pacific Wilderness Railway, which operated for just over a year in 2000 and 2001 on Vancouver Island in Canada. A decade later, Mr. Rowland unsuccessfully tried to run a luxury train from Washington, D.C., to the [Greenbrier Resort](#) in West Virginia.

But he never gave up. He spent much of his last decade trying to drum up support for another American Freedom Train, this time to commemorate the country's 250th birthday.

Mr. Rowland had finally begun to garner support in Washington when he was diagnosed with cancer, his wife said. The prospects for another American Freedom Train remain unclear.

From Jon Black via [FireRescue1.com](#) via [Denver Post](#)

Denver rail worker loses leg after being trapped by derailed train car

A Denver rail worker suffered severe injuries and had his leg amputated after being trapped by a derailed train car at the BNSF Globeville Yard

Katie Langford

August 6, 2025

<https://www.denverpost.com>

Denver, CO

Denver rail worker's leg had to be amputated after he was trapped by a derailed train car in the BNSF Globeville Yard early Tuesday morning.

Rescue crews responded to the yard at 3700 Globeville Road at 12:13 a.m. and were able to free the trapped man. He was taken to the hospital with severe injuries to his right leg, according to the Denver Fire Department.

The man's right leg was amputated after he was rushed into surgery, said Carl Smith, the safety and legislative director for the [Sheet Metal, Air, Rail and Transportation Workers' union](#).

Smith said this and other recent incidents — including a derailment that [killed a truck driver near Pueblo](#) in 2023 and a [Globeville rail yard worker who died](#) after falling from a locomotive in 2022 — highlight the need for more oversight and transparency.

In a statement, BNSF officials confirmed an employee was injured “while performing work inside our Denver yard” and was taken to the hospital.

The [National Transportation Safety Board](#) is also investigating the crash and will release a preliminary report within 30 days, spokesperson Sarah Taylor Sulick said. Anyone who witnessed the crash can contact the NTSB at witness@ntsb.gov.

Upcoming Events

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

Highlighted events signify club participation. Highlighted events signify tentative 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 more information, 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

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17

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.

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/onlynarrowgaugemodelingcompany/>.

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 at 717-979-9167 or email at jerry@pennsyr.com.

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 20, 2025 (Rain date-September 27) – 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>

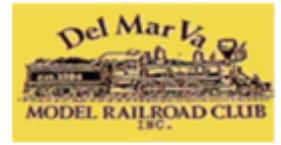
September 21, 2025 - TCA Atlantic Division Train Show. Ballroom at the Phoenix, 1661 Mill Road, Chichester, PA 19061. Hours 9a-1p with TCA Members admitted at 8am. New trains, collectibles and running trains. For information, please call Bob Lubonksi at 856-608-9265. For registration, please call Chris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

September 27, 2025 – Clayton Railroad Days. Outside and Inside the Clayton Fire Department – The corner of Railroad Ave and East St. in Clayton DE. 9a-2p. Free admission Many vendors and displays, vintage car show in front of the Clayton fire house. For more information, visit: <https://www.claytonhistoricalsociety.org/>.

September 27, 2025 - Ocean View Model Train & Toy Show by the Delaware Seaside Model Railroad Club. Hope Center, 97 Central Ave, Ocean View, DE. Hours 9a-2p. For more information, please visit www.delawareseasidemodelrailroadclub.com. For tables, please contact Skip Lee at 443-618-6866 or email him at: ChessieTrain@comcast.net.



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18

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 16-19, 2025 - Philly Express, the 2025 NMRA Mid-East Region Convention. Crowne Plaza King 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 Feeney 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 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 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		Committee Chairs		Scale Coordinators:	
Tim Burlingame, President	John Gladmon, Director (2026)	John Huntzinger, Activities	Joe Mueller, Museum	Tim Burlingame, O Gauge	Charlie Larrimore, Bill Shehan Room
Rowland Ritte, Vice President	David Legates, Director (2027)	Bill Hudson, House	Linda Long, Open House	Bill Deeter, HO Scale	Charlie Larrimore, Tin Plate
Linda Long, Secretary	Jeff Shockley, Director (2026)	Rommel Miller, Library	Vacant, Publicity	Ed Frampton, N Scale Mod, Z Scale	Steve Long, N Scale DCC
Bill Deeter, Treasurer	Ivan Smith, Director (2027)	Bill Deeter, Membership	Jeff Shockley White Elephant	Ed Frampton, T Scale	Robert Scott, S Gauge
Charlie Larrimore, Director (Past President)		Jeff Shockley, Club Historian			