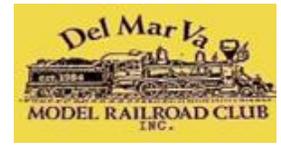




DelMarVa Timetable



News of the DelMarVa Model Railroad Club

October 2025

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Jeff Shockley, Editor

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1

Index	
Member News	1
Club News	9
Layout News	10
Railroad News	12
Upcoming Events	15

Next Meeting

Our next meeting will be on Wednesday, October 1, 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 October Birthday to:

- Jon David Black
- Joe Mueller
- John Nawn
- Christine Tursi



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

Member News

Pictures from Harrington Heritage Day, August 23, 2025



Club booth set up and ready to go. (Photo by Jeff Shockley)



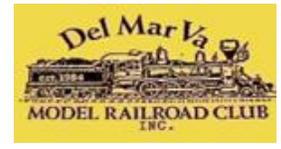
O-gauge layout set up and ready for action. (Photo by Jeff Shockley)



Delmarva Central #2501 and, I believe, #1560, crossing Clark St. in Harrington, as it was leaving Harrington yard. Photo by John Huntzinger)



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2

A Visit to Charlie Larrimore's Penn-Atlantic Railroad – A Pictorial

Jeff Shockley



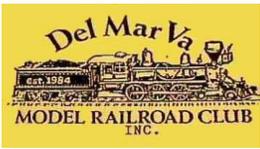
On September 20, I paid a visit to Charlie Larrimore's 12' X 32' O-gauge layout representing the Penn-Atlantic Railroad, a "what if" layout. What if investors got together and bought the rights and equipment to the Pennsylvania and Atlantic Coastline Railroads, after both went bankrupt, and formed the Penn-Atlantic?

Charlie is a member, and past president, of the DelMarVa Model Railroad Club.

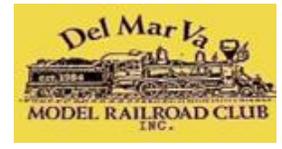
All pictures by Jeff Shockley.



A busy day at the Bulldog Paper mill.



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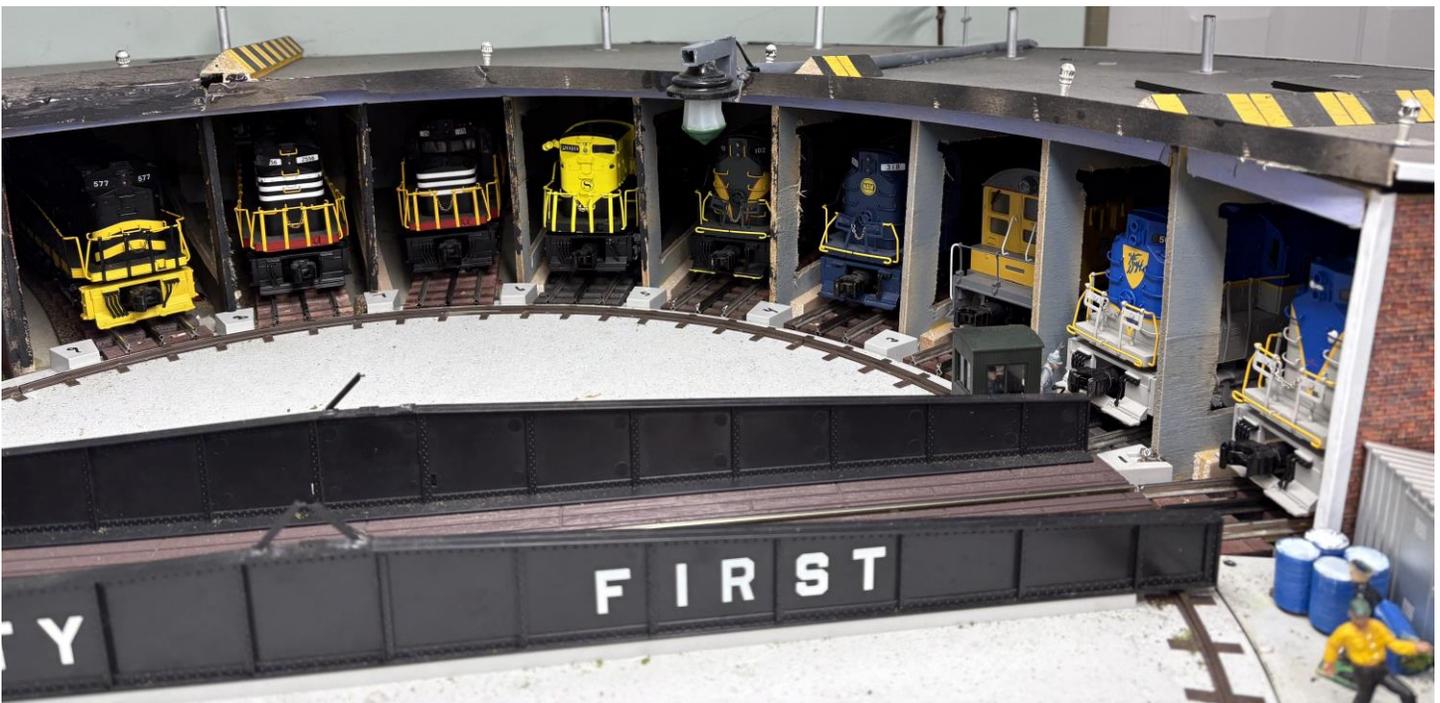
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3



Family time at Bob's Diner. The best Scrapple and Egg sandwiches in town.



At the roundhouse, they are ready for action.

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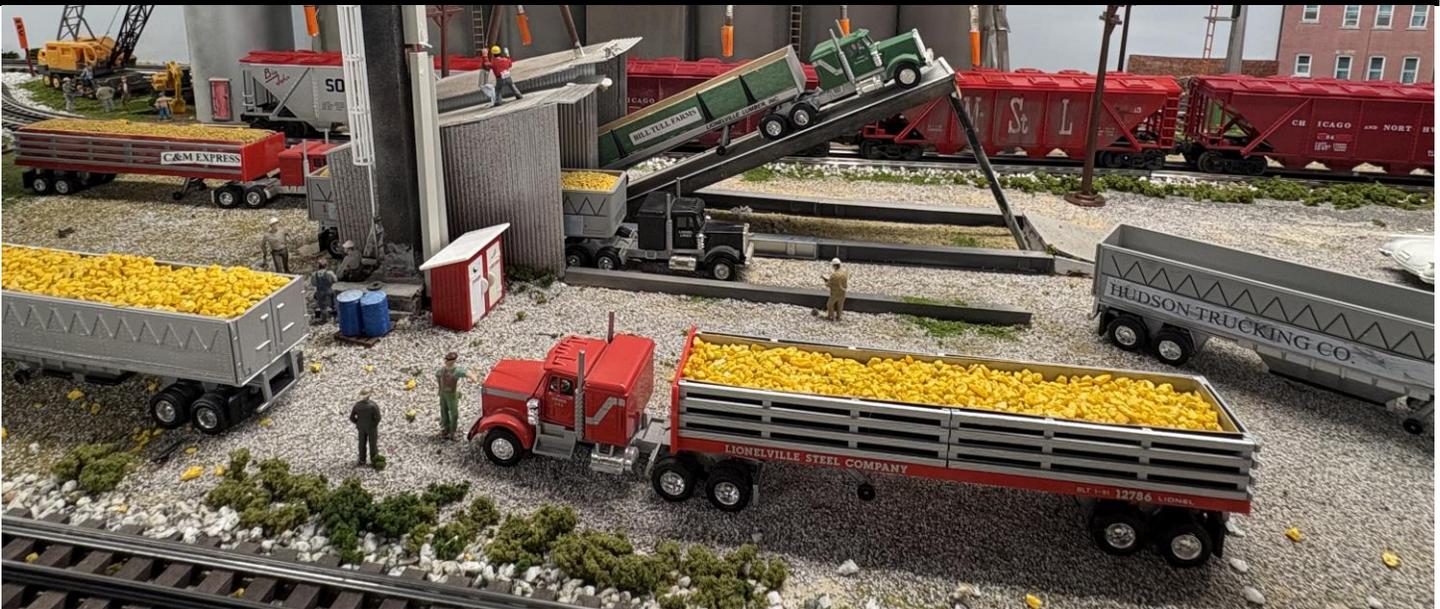
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The trucks are already in line to dump corn at the grainery.



Feeding time at the farm.

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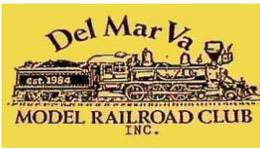
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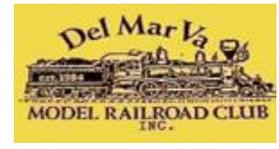
Lunch being served at Big Joe's.



Oil shipment ready to leave the refinery.



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6

White Pass & Yukon Route Railroad

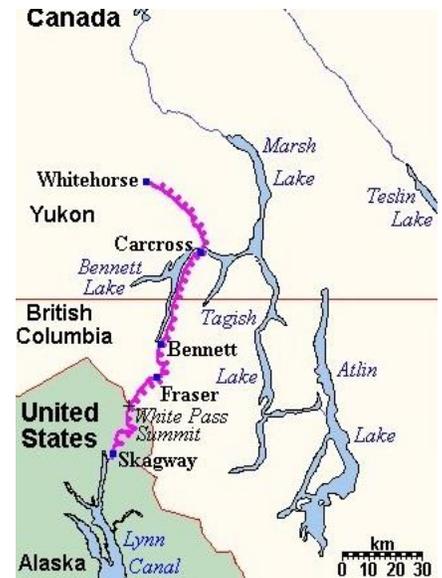
Linda Long

My husband and I recently took a cruise through the Alaska Inside Passage. Our last port of call was Skagway, Alaska. While there we took the opportunity to ride the White Pass & Yukon Route Railroad. It was interesting to learn why and how it was built.

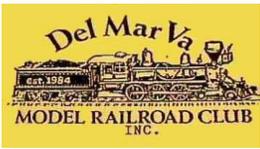


July of 1897, several men returning to San Francisco from the Klondike on the steamship Excelsior, men who had been penniless just months ago, disembarked the ship with jars, satchels, and cases filled with gold. Days later the steamship Portland docked in Seattle carrying 68 miners on board, returning with a ton of gold. The news spread and the country went gold crazy. Within days thousands flocked to west coast towns from San Francisco to Vancouver hoping to book passage to Skagway, Alaska to start their trek to the Klondike.

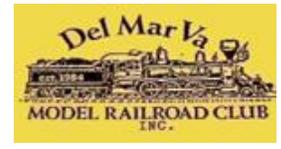
Once in Skagway the stampeders were still 600 miles from the Klondike. The first obstacle was the coastal mountain range. There were two trails: the Chilkoot Trail, which was shorter but steeper, and the White Pass Trail, which was longer and less steep. Once at the summit they reached the Canadian border. One of the prerequisites for the stampeders to pass into Canada was to have in their procession 1 to 1 1/2 tons of supplies per person, enough food, clothing, and shelter to last one year. It didn't take long for entrepreneurs to note the difficulties the stampeders faced and ideas started flowing. Tramlines, tunnels, and hot air balloons were proposed. In the end, a narrow-gauge railway seemed most feasible. Enter Michael Heney. Heney was an experienced and well-respected rail builder from Canada. Heney had hiked the White Pass trail to the summit. He felt a railroad could be built through the mountain pass though it would be expensive. Most people felt the project would be too expensive and would run behind schedule and be over budget. In April 1898, Heney was sitting in a Skagway hotel sipping a drink when he had a chance meeting with representatives of Close Brothers, an English investment bank. The reps had also hiked the White Pass trail and came to the same conclusion as other nay sayers. Heney did not give up. As he sipped Scotch with the gentlemen, he argued that while the railway would be expensive, it had the possibility of becoming a transportation corridor. It piqued their interest and by morning a preliminary construction plan was in place. The railway would be 110 miles long, linking Skagway, Alaska with Whitehorse, Yukon. It would be narrow-gauge since a 36" rail bed requires less materials, can handle sharper curves, and is easier to build.



Construction began May 28, 1898. There were a large number of stampeders sitting idle in Skagway eager to earn some cash to fund their endeavors. Workers were paid \$3 a day and with overtime could earn \$100 a month. As many as 2,000 laborers at any one time hacked and blasted the route for the rail bed. A total of 450 tons of black powder were used for the project. More than 3,000 ties were required to gain a single mile of railway. In addition to the rail bed, enormous bridges and tunnels had to be built. The most impressive was the steel cantilever bridge that spanned a wide canyon.



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It was the tallest of its kind when it was completed. The White Pass and Yukon Route Railway was declared an International Historic Civil Engineering Landmark.



Crews came and went, it is estimated that more than 35,000 men worked on building the railway. Less than 35 fatalities were recorded. That is an amazingly low number of deaths considering men dangled a thousand feet or more above the ground on hemp ropes, pry bars in hand, dislodging rocks that remained after the black powder blasts. The very same black powder blasts they just set in the rock by chiseling holes in the rock, filling with black powder, lighting the powder, and swinging away on the ropes while the black powder did its job.

During the first summer, Heney took advantage of the midnight sun. Men worked in shifts around the clock. On July 21, 1898, the first excursion train reached Rocky Point, about seven miles from Skagway.

During the winter progress slowed. Crews worked shifts of only one hour due to the numbing cold. Snow drifts reached as much as 35 feet and temperatures dipped to -65 degrees. However, on February 20, 1899, the first locomotive reached White Pass summit and history was made. The railway at White Pass summit reaches an altitude of 2,888 feet. The rail gains this altitude over about 20 miles with an average grade of 2.6%, with some areas reaching 3.9%. The WP&YR is one of the steepest in the world.

As everyone celebrated reaching the summit, Michael Heney was busy planning the next phase of the project, reaching Bennet. Michael Heney's vision was to continue the railway north to Bennett in British Columbia, then on to Carcross and Whitehorse in the Yukon. Shipment of freight along this route would help raise capital for the corporation.

The last 70 miles of the railway, between Bennet and Whitehorse, turned out to be challenging. Once again skeptics speculated the project would be over budget and behind schedule. Heney decided to divide his now experienced crew into two groups. The first crew laid track from Bennett to Carcross, the second crew from Carcross to Whitehorse. The second crew reached Whitehorse in June 1900. The first crew reached Carcross July 1900. On July 29, 1900 the golden spike was driven at Carcross connecting the railway and completing the project. Final cost was ten million dollars and took 26 months to complete. As a result of Heney's vision to open a freight corridor, the construction costs were fully paid by completion of the project. One observation to note, by the time the railway was complete, the original reason for building the railway over White Pass Summit, the gold rush, was over.



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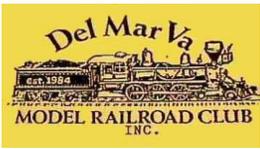
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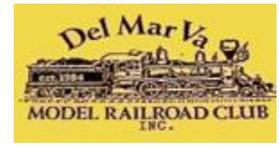
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The White Pass and Yukon Route Railway established a modern trade network throughout the Yukon River watershed and beyond. It brought goods and services never before available in the north. Mines were created, not for gold but for minerals such as lead and zinc. Significant amounts of ore could now be transported to Skagway to be loaded on ships. The company started containerized shipping, a practice that spread throughout the world. They were the first to try loading large steel containers with cargo to be loaded on ships. Eventually these containers would be refrigerated, further expanding the range of goods that could be shipped.

Michael Heney's vision to link Skagway and Whitehorse by rail had a long-lasting impact on the area; the north would never be the same.

The railway continued to operate as a shipping corridor until 1982 when world metal prices plummeted. The mines were closed and the WP&YR suspended operations. In 1988 the railway was reinvented as a tourist attraction. The line was reopened to operate as a narrow-gauge excursion railroad between Skagway and White Pass Summit. The line was later extended to Bennett in the 1990s and to Carcross in 2007.

Currently the White Pass and Yukon Route Railway has 2 vintage steam locomotives. No.69 is a Baldwin 2-8-0 built for WP&YR in 1908. It spent the next 48 years pushing and pulling freight and passengers over the White Pass. The pride of the fleet, No.73, is a fully restored 1947 Baldwin 2-8-2 Mikado class steam locomotive. It was given an immense overhaul in 2018 to ensure her use for years to come.

In addition to the 2 steam locomotives, WP&YR also has 20 diesel engines from various decades, 92 passenger cars, and an array of track maintenance equipment. During a typical summer season, they have 45 employees working nearly 24 hours a day, 7 days a week to provide necessary service to the fleet and tracks. It is a very well-maintained operation.



The WP&YR excursion from Skagway to White Pass Summit and back was definitely the highlight of our Alaskan cruise. We've been there, done that, but we didn't get a t-shirt. However, we did each get a baseball cap, with a golden spike embroidered on the bill. These caps are only available for sale on the train. So, if you ever see someone wearing one of these caps, introduce yourself and ask them about their experience riding the White Pass and Yukon Route railway.

Continuation of Seaboard Lounge Car build – Part 4

Bill Latourney

This is the final article on the construction of the Seaboard *Miami Beach* lounge car which ran on the *Silver Meteor*.

Assembled to finished car using Walthers GSC-41-NDO trucks 920-2101 silver.



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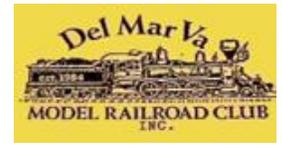
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9

Next I used Kaydee #28 coupler with Walthers long-shank extended drawbar 920-6020.



I graphited the trucks and coupler springs and installed all the decals. Would you believe Microscale does not make Miami or Miami Beach decals? Especially since the Silver Meteor ran from New York to Miami. I had Highball Graphics NH make me Miami Beach decals. I also installed a Miami decal on a 10-6 sleeper car.

I also had them custom make a Seaboard decal name brand and brought the letters closer in so they would be more to prototypical length. This also helped for cars like Santa Fe which had a narrower letterboard when I made them into Seaboard cars. Total weight of the car is 7.5 oz. so far



This concludes this series on the construction of this car.

Club News

Crew Call for DMRRClub Prototype Operating Session

When: Saturday October 4, 2025 12:00 pm (please try and arrive around 11:30am to be ready to roll by 12). 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

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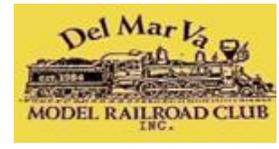
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The Sessions are open to anyone interested in Prototype Operations. Members of the club do have seniority on choice of positions. We get around 12 to 15 people per session but can easily accommodate twice that amount.

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 wirelasses. 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 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.

Layout News

HO Layout News

September 2025 Dispatcher's Report

September 13, 2025

John Gladmon, Dispatcher

On Saturday, September 13, 2025, we conducted the eighth Operating Session of 2025 on the HO Scale Layout of the Delmarva Model Railroad Club. Fifteen (15) Crew Members were present for the Session, including a Dispatcher, Parkersburg High (PH) Yardmaster, Parkersburg Low (PL) Yardmaster, and the Weiland and Port Charles Trainmaster. (The Parkersburg High Yardmaster assisted Operators in Chillicothe.) The remaining personnel were split between three (3) Mainline Operators, five (5) Crews on the Ohio River Subdivision/W&PC, and a few "ride-alongs", who will probably expect to be paid as if they had actually done work on the Railroad.

The Session began at 12:00 PM with a briefing from the Dispatcher and concluded with the last train tying up at 4:30 PM. The Railroad started its day midway through the Schedule, picking up where it had left off previously. The Railroad moved 11 trains with 97 cars Westbound on the Mainline and 11 trains with 125 cars Eastbound on the Mainline. The Ohio River Subdivision handled 116 cars on 27 trains through the Parkersburg Low Yard, and an additional 44 cars on 13 trains on the W&PC. A grand total of 62 trains moved 382 cars during this Session. No trains were annulled, and all trains that set out on the Railroad were reported complete at the end of the Session.

There were no reported derailments during this Session. There was one locomotive reported as being non-operational. It was later determined that the locomotive in question had suffered a factory reset, possibly resulting

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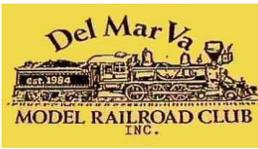
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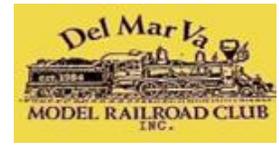
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from a short-circuit, and been set back to its original #03 decoder address. As a reminder, any derailments or technical issues are to be reported to Dispatch, even if you readily correct the situation.

This Session continued to experience the technical issues associated with the Command Station of the Layout losing some MU's. MU's are normally saved in the Command Station's memory for locomotives to remain Consisted for Operators to run together as one train from Session to Session. This has not been the case lately. During this Session, it was necessary for the Dispatcher to become present along the Railroad itself numerous times to address fixing the MU's, though there didn't seem to be significant time lost because of this. (No more time was lost than due to engineer coffee breaks or socializing, anyway.)

Since the completion of this Session, further diagnosis and troubleshooting has been done on the Layout and the issues with the Command Station. We believe the problem is solved, but only time will tell. All persons are reminded that the HO Division Layout of the Delmarva Model Railroad Club is currently operating by the use of ONLY 6-series throttles, either DT602D's or UT6D's. There is no LNWI for WI-FI usage currently connected on the Layout and no Legacy (older series) throttles are to be used. (This does not include any member locomotives using the SoundTraxx Blunami technology, which utilizes a Bluetooth connection directly to the decoder.) Many members have purchased their own 6-series throttles. For those members that don't have their own, or for any guests, there are more than enough extras and Club-owned throttles that everyone will still be able to run trains. THIS WILL APPLY TO RUNNING TRAINS ON THE HO LAYOUT DURING OPEN HOUSE. Please see a Dispatcher, Yardmaster, or the Superintendent to check out a throttle if you need one.

The next regularly scheduled Operating Session will be on Saturday, October 4, 2025. This is a change from the normal second Saturday date. The session will start on the Schedule where September's session left off, complete the remaining train assignments that didn't get done, then move back to the top of the Schedule. As always, all are invited, whether you are a Club member or not, and regardless of what scale you may model. Sessions can always use more Operators. Sessions start at Noon, but please feel free to come early to get acquainted, or re-acquainted, with the Railroad. Any time after 11:00 AM is typically good. After the 10/4 Session, Operating Sessions will be on hold until early 2026 as the Club prepares for Open House.

Clear Tracks On Your Travels

2025 HO Scale RAILROAD TOTALS

		Trains Run						Cars Moved					
	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
Sep	15	11	11	27	13	0	62	97	125	116	44	0	382
Total	132	119	109	241	83	6	558	1,247	1,268	1,190	256	66	4,027

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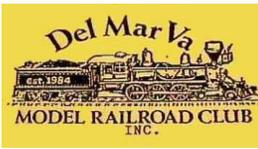
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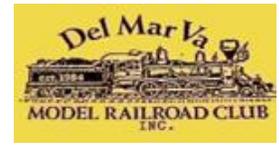
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12

Railroad New

Steamtown's Future: Railroad Heritage at a Crossroads

John Hankey

Steamtown has the potential to redefine railroad heritage in America

August 29, 2025

<https://www.trains.com>

Waukesha, WI

Thirty years after its grand opening as a unit of the National Park Service, [Steamtown National Historic Site](#) in Scranton, Pa., is at a crossroads.

Whether you admire or disdain it, know nothing about it, or simply hope for its survival, it remains a significant railroad preservation effort. Steamtown has the potential to expand the ways we think about railroad heritage and could redefine the ways future generations understand how railroad mobility helped shape America.

Or it could be left to wither by a federal agency under great stress, with hundreds of NPS units competing for diminishing resources while dealing with increasing demands. No one has yet described the situation in such stark terms. But to me, the risks look all too real.

Time for a reset

The present moment seems particularly ripe for a reset. It has been almost 70 years since Steamtown took shape as a concept and project, and 40 years since its authorization as a National Historic Site. In a rapidly changing world, an occasional course correction is not just prudent — it may mean long-term survival.

We should be clear about a few basic realities. Steamtown is a unit of the National Park Service, and has to conform to the NPS mission and process. Its audience is not the 150,000 serious railroad enthusiasts, but 340 million Americans.

NPS administers 433 wildly diverse sites and parks with a staff of roughly 18,000 full- and part-time employees. If it were a railroad, it would rank with the Class I's in complexity.

Steamtown is one of five railroad-focused sites nestled within that vast NPS enterprise. The others are [Golden Spike National Historical Park](#), celebrating the completion of the Pacific railroad; [Allegheny Portage Railroad National Historic Site](#), which is primarily railroad archeology; [Pullman National Historical Park](#) in Chicago; and [Cuyahoga Valley National Park](#), which hosts a partner's excursion operation. Another half-dozen NPS units have some kind of railroad component.

Steamtown, with its varied program of railroad operations, is part of a very small cohort. As such, it does not fit easily into the usual NPS categories, never has, never will. It isn't exactly an orphan, but the very nature of railroad heritage preservation and operations introduces multiple challenges that NPS policy and procedures are not well-equipped to handle.

Steamtown recently welcomed a new superintendent — its sixth, not counting a few in interim capacities. My strong impression is that Jeremy Komasz is the right person at the right time with the right skills. The superintendent of Steamtown does not need to be a railroad expert or historian. The ability to lead, administrative savvy, open-mindedness, and courage are more important.

Komasz comes from “the outside” — specifically, the U.S. Navy and defense industry. He continues to serve as a SEAL and is a captain in the Naval Reserves. His degree from The George Washington University is in International Relations with a minor in History. I imagine his M.A. from the Naval War College in Strategic Studies, and his experience with tribal relations in Afghanistan will help him negotiate the sometimes tribal world of railroad preservation.

The military, railroading, and the National Park Service share a strong sense of mission, and understand strategy, tactics, logistics, and process. Less remarked upon are parallel traditions of accommodations, work-arounds, and ways to make rules work in your favor. The goal is not to avoid or subvert the NPS process, but to

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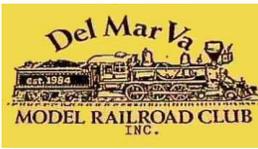
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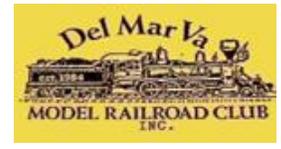
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13

complement Steamtown's work with the help of volunteers, colleague institutions, and its Official Philanthropic Partner, the Iron Horse Society.

What Next?

There is no "best way" to address how Steamtown's future unfolds. I'm certain NPS has its priorities, and Komasz brings both military and corporate approaches to visioning, planning, and strategy. Still, I'd like to think that lessons and insights from our particular branch of cultural resource management — Train World — will be part of the mix.

Let's start with a pause, review, exploration of options, and perhaps restart on a better basis. This review might develop a clear understanding of what Steamtown can, and cannot, do as an NPS unit. That would be coupled with an outline what the site would like to do — short-and long-term objectives, needs, wants, deficiencies, and so forth. A Dutch uncle would suggest that Steamtown acknowledge it is part of many other relevant communities, and pay more attention to colleague institutions — especially in history of industry and technology, railroad preservation, and heritage operations. NPS, and many of its sites, tend to be inwardly focused and seemingly aloof. Komasz has already begun the kind of outreach that, to my knowledge, none of his predecessors seriously undertook. I'd like to think we will reciprocate.

There will be some heavy lifting, but all of us — the National Park Service, the railroad heritage community, the Commonwealth of Pennsylvania and the region, and even potential visitors — have a great deal to lose if we can't help SNHS regain its footing and boost its visitation.

We can do many things to encourage Steamtown's renaissance. First, we simply need to accept Steamtown as it is now, not what we think was promised four decades ago. Those were vastly different times, and reality outran good intentions. At some point it does no good to nitpick, complain of deficiencies, or critique without contributing something as well. Visits are always in order. Joining the [Iron Horse Society](#) is substantive and helpful.

Better yet, let your Senator or Representative know you appreciate NPS efforts to conserve and present the story of American railroading. We all know how important grease is to squeaky wheels. We need to squeak more.

Celebrate the fact that the National Park Service regards railroad heritage as part of our nation's heritage. Steamtown will never be the country's largest or most important railroad site or collection, but it can punch far above its weight.

A New Era?

What do we, as a large and diverse community of railroad interests, think Steamtown should aspire to become? That may seem like an amusing thought experiment but good ideas tend to rise to the top, and gradually gain traction. Collectively, Train World has thousands of years of experience presenting our slice of the American Experience to all sorts of audiences. It is in our best interest to help Steamtown reach as many people as possible with the most interesting and persuasive messages we can devise. It is a safe bet that whatever good works come out of a rejuvenated Steamtown will be useful at other railroad sites.

Now also would be a fine time for a symposium to assess the overall state of railway heritage and preservation, and where it might be in 10 or 20 years. We did that sort of thing years ago, and accomplished a lot. Zoom will not do.

Railway heritage, NPS, and Steamtown share many broad concerns, such as how we engage young people as visitors and as potential participants. How do we train future generations in the often-arcane ways of traditional railroad work? At the other extreme, every operator of steam locomotives in the country — including NPS — comes under the same strict regulatory regime. As they were at the California State Railroad Museum and Railroad

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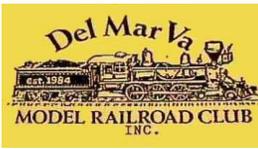
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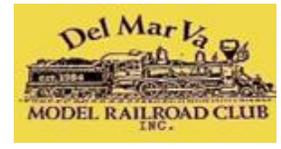
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14

Museum of Pennsylvania, a gathering at Steamtown would offer context, examples, and the chance to build relationships.

It's also time to revisit Steamtown's own mission. NPS has changed, as have Steamtown's many audiences.

The academic fields of railroad history, history of technology, and American cultural history have matured greatly and offer a large and sophisticated set of tools. A symposium at Steamtown, about Steamtown and the future of railroad heritage, is overdue. Why not envision Steamtown as a presentation of American railroading, but in the larger, richer context of America's First Industrial Revolution? Make it an integrated account of how railroad mobility, coal, and iron made it possible to settle the continent and create great cities. Nothing Steamtown has done would be wasted — but its opportunities for growth and relevance (and new resources) would expand considerably.

With a more comprehensive and coherent agenda, we can legitimately ask other people (industries, agencies, foundations, interest groups) to share some of the costs. In any event, we have to start somewhere, and a new superintendent from a different cut of cloth is an excellent next step. No single leader can revive an institution the size of Steamtown by himself, or even with the small — but capable — staff he has to work with. We should be careful not to expect too much too soon. But I also have a hunch that whatever the job throws at him, Komasz will find a way over, around, or through it.

Our mission, should we choose to accept it, is to put the past behind us and think creatively about what could happen. While we can't change anything that unfolded in the last 40 years, we absolutely can do things differently in the next 40.

From Jon David Black via *Fire Apparatus Magazine*

Train Strikes FD Apparatus While Crews Battle Fire at Industrial Building

[Jonathan Miller](#)

September 12, 2025

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

Wyoming, MI

Moline, IL – A train struck a Moline Fire Department apparatus that was positioned near the tracks while battling a fire in an outside container at an industrial building Thursday, Sept. 11, 2025, the department said in a press release.

The fire truck sustained damage, but no firefighters were injured. The rig was placed back in service after evaluation.

The fire department responded to a report of an outside industrial dust collector on fire at Williams, White & Company. The first engine company arrived to find a large metal industrial container with heavy smoke showing. The container was positioned at the rear of the industrial building, near the alley and in close proximity to nearby railroad tracks.

Fire crews worked on scene to contain the fire, using saws to open the metal container and allow water to reach the seat of the fire. The fire was brought under control and mostly contained within 45-50 minutes.

No evacuation of the business was necessary, and no injuries to workers or firefighters were reported.

The cause of the fire remains under investigation.

From *Trains*

CSX reopens storm-ravaged Blue Ridge Subdivision

The first train traversed the former Clinchfield Railroad over the weekend

August 29, 2025

<https://www.trains.com>

Waukesha, WI

CSX's rebuilt Blue Ridge Subdivision — the former Clinchfield Railroad in eastern Tennessee and western North Carolina which was heavily damaged by flooding after Hurricane Helene last fall — hosted its first revenue freight train over the weekend.

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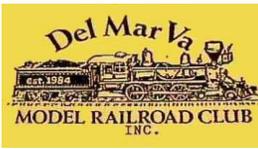
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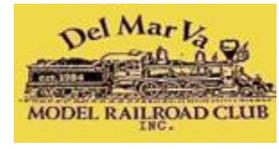
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15

With Clinchfield heritage locomotive No. 1902 on the point, train U248-20 traversed the line on Saturday.

CSX is planning an official reopening ceremony for next week.

The approximately \$450 million rebuild project was necessary after historic flooding destroyed nearly 60 miles of track, bridges, and roadbed, with the Nolichucky River Gorge between Erwin, Tenn. and Spruce Pine, N.C. being the hardest-hit section of the railroad.

Although the line hosts only five to seven trains per day, including coal trains, the route serves as a relief valve for the railroad's other north-south corridors, executives have said.



CSX's Clinchfield heritage unit was painted at the railroad's shop in Waycross, Ga. (Photo by CSX)

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 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.

October 5, 2025 – 47th Annual Lehigh Valley Model Train Show. Charles Chrin Community Center, 4100 Green Pond Road, Easton, Pennsylvania 18045 Hours 10a-3p. Enjoy our train show featuring numerous vendors selling new and used model trains, railroad collectibles and antiques, timetables, books and videos, magazines,

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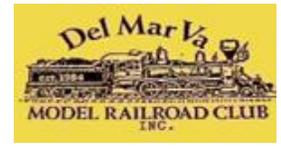
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16

photos and slides, and more. Kids can enter to win a raffle for an HO scale trainset. Free slideshow presentations by local photographers ongoing throughout the day. Presented by Railroad Historians of the Lehigh Valley and Lehigh Valley Chapter NRHS. For details, please visit <http://www.lehighlines.org/> or contact Jim Rowland via email at jjr2978@gmail.com or call (610) 737-3431.

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 14, 2025 – Homeschool Day. Marshall Steam Museum, 3000 Creek Rd., Yorklyn, DE. Hours: 10a-1p. Admission: \$25/participating child (grades 1 - 5) Includes grade-specific activities, entry into the Marshall Steam Museum & Auburn Valley State Park's Marshall Mansion, and train rides! \$15/adult or non-participating child, infants free. Families with children outside the recommended grade range are welcome to come along as a non-participant! They can explore the Marshall Steam Museum, Auburn Heights mansion, outdoor activities, park trails and enjoy rides on the Auburn Valley Railroad. **What to Expect:** Participants can enjoy "open house style" wandering between engaging stations and activities: Auburn Valley State Parks & Marshall Mansion: hunt for simple machines inside the 1897 Victorian house; discover early local industries, including mills, with steam-power demonstrations; take a walk along paved park trails past an 18th & 19th century mill site and other historic structures and sites. Marshall Steam Museum: enjoy rides on the Auburn Valley Railroad from 11:00a-12:00p; design and build their own vehicle using recycled materials, inspired by early automotive engineering; stop by the activity table to design your own paper pocket watch. **Please note:** all children must be accompanied by an adult throughout their time on the site; picnic tables are available for participants to eat a bagged lunch outside. Be aware that we do not sell or provide food nor do we have fridge space.

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 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 1-2, 2025 – Great New York Model Train Fair. Empire Expo Center at NYS Fairgrounds, 581 State Fair Blvd., Syracuse, NY. Hours: Sat: 10a-5p, Sun: 10a-4p. Our 50th year! Enjoy one of the largest model train shows in New York State with more than Our 50th year! Enjoy 300 vendor tables and 30 operating layouts in a 110,000 sq. ft. exhibition center. Tour exhibit of restored railroad equipment including an Amtrak GG1, New York Central caboose, and more. Presented by Central New York Chapter NRHS. For details, please visit Our 50th year! For details, please visit: <https://www.modeltrainfair.com/>

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

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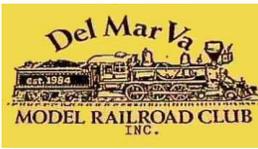
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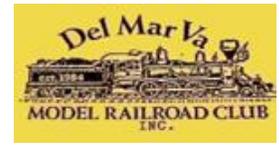
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17

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, 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>.

December 6-7, 13-14, 2025 – Queen Anne’s Railroad Society Festival of Trains. Kent Narrows Outlet Stores. 61 Piney Narrows Road, Chester, MD. 11a-4p. For general information, send an e-mail to: info@qarrs.org.

January 3-4, 10-11, 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, call 302-548-4586 or visit our website: <http://www.delmarvamodelrailroadclub.org/>.

January 10-11, 2026 – Greenberg's Great Train and Toy Show – Oaks. Greater Philadelphia Convention Center, 100 Station Ave., Oaks, PA 19456. Hours to be announced. For details, please visit: <https://www.trainshow.com>.

February 8-9, 2026 – Greenberg's Great Train & Toy Show-Wilmington. Chase Center on the Riverfront. 815 Justison St., Wilmington, DE. Hours: 10:00am-4:00pm, both days. Admission: \$12.00 for Adults on Saturday, \$11.00 for Adults on Sunday. Cash only at the door. Saturday tickets good for both days! KIDS ARE FREE (11 and under) with adult and do not require a ticket. FREE PARKING! **Show Features:** 250+ Tables of Trains for Sale, 50+ Exhibitors from Across the Country, Huge Operating Model Train Displays, Free Workshops, Free Test Track - Test Run Your Trains at the Show, Plus Much, Much More! **Operating Model Railroads Include:** Railroad in a Box - 10' x 30' HO Scale Layout, New Jersey Southern - 26' x 42' N Scale Layout, Independent Hi-Railers - 24' x 48' O Gauge Layout. For details, please visit: <https://www.trainshow.com>.

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Rowland Ritte, Vice President	David Legates, Director (2027)	Bill Hudson, House	Ginger Eby, 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			

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

Bylaws: [https://delmarvamodelrailroadclub.org/About Us/DMMRC ByLawsRev10-7-15.pdf](https://delmarvamodelrailroadclub.org/About%20Us/DMMRC%20ByLawsRev10-7-15.pdf)

Physical Address: 103 E. State St., Delmar, DE 19940

Open House Weekends: 2025: Nov 29-30 Dec 6-7 2026: Jan 3-4 Jan 10-11

Rules: [https://delmarvamodelrailroadclub.org/About Us/DMMRC RulesRev10-7-15.pdf](https://delmarvamodelrailroadclub.org/About%20Us/DMMRC%20RulesRev10-7-15.pdf)

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