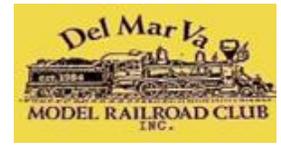




DelMarVa Timetable



News of the DelMarVa Model Railroad Club

November 2025

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Jeff Shockley, Editor

Celebrating our 41st year of promoting model railroading

1

Index	
Member News	1
Club News	5
Layout News	7
Railroad News	14
Upcoming Events	17

Next Meeting

Our next meeting will be on Wednesday, November 5, 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 November Birthday to:

- Greg Coughlin Andrew Memolo
- Bill Deeter Lou O'Day
- Pike Johnston Rowland Ritte
- Linda Long



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

Member News

A Visit to Charlie Larrimore's Penn-Atlantic Railroad – A Pictorial, Part 2

Jeff Shockley



This is part 2 of my September 20, 2025 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.



The Purnia Feeds store has everything you want for your daily needs.



On the Penn-Atlantic, corn is king. And, are the tacos made with cornmeal?

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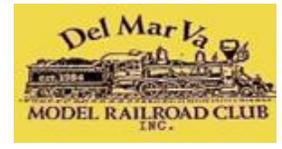
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Off to get another load of....you guessed it.....CORN!!!



Do the crime.....do the time.



A busy day at church

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3



Burlingame Seafood is waiting for the next shipment



Making sure the driver has all his information

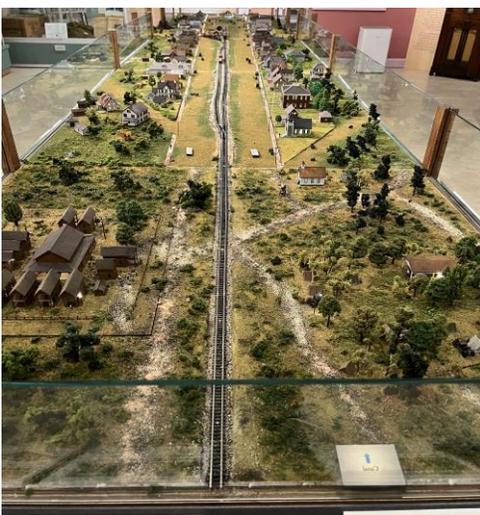
A Hidden Gem in Rehoboth Beach

John Huntzinger

I had heard a rumor about a super detailed N scale layout near me and so I went and found it. It's at the Rehoboth Beach Museum (first left after crossing over the Lewes-Rehoboth canal). First, is it a layout or a diorama? While it can run a train, it's basically a very long linear setup of Rehoboth Beach in the early 1910-20 time frame. If you didn't know, what today is Rehoboth Boulevard was once the right of way for the Queen Anne's Railroad and ended one block from the ocean. Lots were sold and houses and businesses built on either side of the railroad and they're modeled down to the appropriate shutters claims Paul Lovett, the man behind this work of art. Best time to visit is Tuesday about 11 AM when Paul is often on-site and happy to discuss details and Rehoboth Beach history. (Check the Rehoboth Beach Museum's website: <https://www.visitdelaware.com/>.)

If you've ever thought that you'd like to model a scene just like it really was, this is an inspiration.

PS: There's another part that currently doesn't fit and is upstairs. The goal is someday to have it all together.

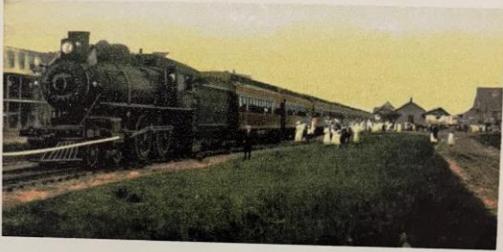


Overall Layout toward Atlantic Ocean



Examples of buildings. All were custom made to photos and plans of the originals and are on the appropriate property. Accurate down to the shutter!

Short Stack Locomotive

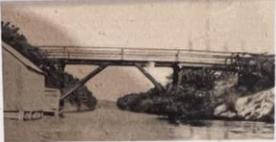


From 1884 to 1940, steam locomotives plied their trade all the way up the center of Rehoboth Avenue to ocean block. They came chuffing steam and spewing coal smoke, bells and whistles blaring. In what is called a "shifting operation", after discharging its passengers and freight, the locomotive would park its railcars on the passing track that ran from 1st Street to 4th Street. Then it would back down Rehoboth Avenue, across the railroad bridge to the west side of the canal. There, it would execute a wye (k-turn for trains) on track that lay in West Rehoboth for over 80 years.

Locomotive and DCC Power Sponsor: Jay and Enid Lagree

The Grand Bridge

(at Oyster House Road)



Dedicated to: Heidi Nasstrom Evans

Built in 1894, the "Grand Bridge" crossed the "US Government" canal at Oyster House Road. Soon thereafter, Canal construction stalled before reaching the railroad tracks headed up Rehoboth Avenue.

The canal to Lewes was finally completed in 1916, but no additional bridge was built at the time for pedestrian, wagon teams, and Model T cars. From 1916 to 1926, people and wagons had to travel south to the Grand Bridge and take State Road to enter Rehoboth. This detour ended when the current Rehoboth Avenue car bridge opened in 1926.



Current view from same location

Canal

Recreational at Rehoboth



Boats Sponsored by Stephanie




Sponsors were found to help fund the buildings made by a custom model maker.

Example of some signage used. Signage pointed out locations, as well as "then and now photos" of the location and historical information.

Attending the NMRA-MER Convention

Story and pictures by John Huntzinger

This past October the local NMRA Region put on a mini-convention near Philadelphia. For those who have never attended a model railroading convention (or a mini-con) they are usually multi-day and include things like Ops Sessions, Layout Tours, multiple clinics on model railroading and real railroading topics, modeling contests, prototype tours, and a white elephant (sales) area. This mini-con had all of these items. You can attend one or multiple days

I enjoy participating in Ops Sessions and the one I attended did things a little different, but something others

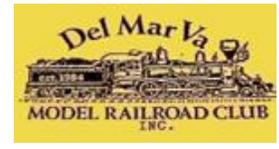


This is the craftsman structure that we built. (My wife got further along than me.)

may want to emulate. Normally an Ops Session has a train going to and through named areas, like Cincinnati, Grafton, etc. Often I find learning the sequence of the towns difficult as they're areas that are foreign to me. This layout added something that was extremely handy-mile markers. It was easier to



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follow the mile markers and find the named towns! Another wrinkle they added was using Switch Lists instead of Car Cards & Waybills. Your train instruction card (which you got before leaving the first stop) listed the towns/mile markers you had work to do. You got your Switch List when you got to your town. It gave you a list of set-outs and pick-ups for that location-you didn't have a fistful of Car Cards & Waybills to juggle (however, the list of set-outs & pickups had to be made and posted before the Ops Session started).

Clinics often are railroad or model railroading topics but are generally just an oral presentation with a visual aid to help explain the topic. This convention devoted a room for hands-on work (since making things can be messy they made the room so that paint and glue spills and knife cuts could be easily cleaned up-saves \$\$ pay for cleaning up messes). They also dedicated the first half of the first day for making a small craftsman structure. Other clinics that used the same room had smaller hands-on clinics. They also had some "try this" clinics, one in particular was multiple ways to put grout onto brick structures. (Sure, you seen others use wall grout or diluted paints, but here you got to try them out and find out what works best for you). Another was making flat car loads using tissue paper and white glue to cover various shapes. Sounds easy, but there are tips and techniques to help you. Besides, once you've done something the second time is easier.

For the N scalers, they offered several clinics on making N scale Kato mini-modules (my wife especially enjoyed this). You start with a kit that includes one piece of track (curbed or straight) and laser cut wood to make the base (these can be assembled and run on a table top). You can scenic it and add small structures. (Sometimes the hard part is figuring out what you want to do). The Kato track holds the mini-modules together very well. My wife previously had built one, this time she made several, and yes-I built one. (Somewhere I have an N scale engine and a caboose).



Different Kato Mini-Module Kits built by my wife.

Club News

Technology and Model Railroad Control

By Bill Deeter

Although technological changes are occurring across all types of model railroad control systems, this article focuses on Digitrax DCC Model Railroad Control Technology. However, there were many technological changes even before DCC. If you are interested in pre-DCC control info, this is a good starting point:

<https://www.digitrax.com/tsd/KB211/history-of-model-train-control-systems-pre-dcc/>

Digitrax, the focus of this article, has come a long way since the Challenger Control set of 1993. In the beginning, the system could only handle 22 (slots) locomotives. As systems improved, it went to 120 locomotives (slots) and, as of the DCS 240, can hold 400 locomotives (slots) and 400 throttles.

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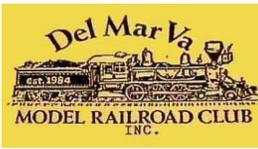
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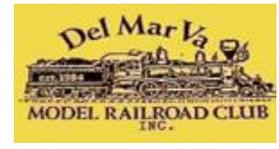
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6

All these improvements have come at the cost of replacing working equipment to take advantage of the new expanded functionality. Digitrax (and the DCC industry) has gone from decoders for locomotives with 14 speed steps to 28, then 128, and from decoders with no sound to incredible, refined speed control ([Back EMF](#)) and amazing sound. Some of Digitrax's newest decoders are also firmware-updatable. Digitrax throttles went from requiring you to plug your throttle in to control a train to wireless control via inferred control (IR line of sight), then one-way (Simplex Radio) wireless communication, and finally two-way (Duplex Radio) wireless communication. The DCC industry has also added Bluetooth wireless control.

Unlike the computer operating system in the news now (2025) that is forcing users to buy new hardware to use their new software, Digitrax has been working hard to make all its new products backward-compatible. In reality, some of the new features are only available with the new equipment, but in most cases, backward compatibility is built in. An example would be a DT100 throttle from the 1990s or any of the other early DT throttles, DT 300, 400, and 402, as well as the UT4 throttle, will work with a DCS 240+ from 2022, but it can only access 120 of the available 400 slots (there are other features as well but let's not get into the weeds). So, what do you do if you want to access all 400 slots? Well, up until the DT402 throttle, which had a new feature that allowed it to be upgraded via firmware, you would have to buy a new throttle.

Digitrax has a [Firmware Update and Download Page](#) with free software to perform updates and the latest firmware for your updateable products. Firmware updating is a pretty straightforward process, and with Digitrax's easy-to-follow instructions, it is an easy DIY project. There are many reasons to do a firmware update, but sadly, Digitrax does not very often tell you exactly what a particular update does. They are usually created to fix bugs discovered after production or to add new features. Here is an example of adding a new feature. The DT 402s came out before the new command station (DCS240) format, with 400 slots instead of the 120 that the DT 402s could access in older command stations. Because Digitrax made the DT402 with upgradeable firmware, you can download a file and upgrade your DT402 to access the available slots on your new command station. If you are interested in the almost year-long problematic upgrade to a DCS240 on the club's HO layout, go here: <https://delmarvamodelrailroadclub.org/2025/11/01/some-background-on-the-clubs-upgrade-to-a-dcs-240-and-the-associated-problems/>

Library Report

John Huntzinger

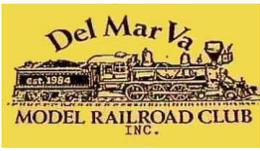
Library Hint

If you're ever curious about how to find a magazine article about a model railroading question you have go to: www.RRMagazineIndex.com and type in your question.

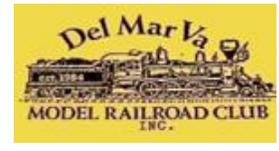
I typed in "Static Grass" and got 1,097 results from 33 magazines. Yes, you'll need to go to our library and look up the magazine and the article, but the Index gives you a quick review of the article they've found but also the magazine name, month and year, as well as the page number.

In my example it listed articles from *Model Railroader*, *Classic Toy Trains*, *Model Railroad Hobbyist*, *Running Extra*, *Rail Modeller Australia*, *Narrow Gauge & Shortline Gazette*, *Railroad Model Craftsman*, *NMRA Magazine*, and more. The dates of the articles were as recent as September 2025. If an article has several pages some information from each page is provided. This provides more information.

In my case I found out how to make static grass tufts (the secret was to use parchment paper, small blobs of white glue, and start with a layer of 2mm static grass and then layering on 4mm or 7mm static grass).



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7

Layout News

HO Layout News

**** HO DIVISION HELP WANTED ****

As everyone is aware, the HO Division of the Delmarva Model Railroad Club uses 2-Way radios for ALL Ops Sessions and Open House Sessions. Although it has sometimes been overlooked when someone doesn't have a radio, we are trying to move forward with making our sessions more prototypical and more professional. It's one thing to yell across the room at an Ops Session, but that's just not possible during Open House.

It is the Operator's responsibility to make sure they have a working radio and know how to operate it at a session. If you can operate a DCC throttle, you can operate a 2-way radio. Many members have their own radios and headsets/earpieces. The Club owns numerous radios and headsets as well. Regardless of whose radio it is, there are plenty of members willing to help anyone with learning how to prepare and use the radios. Asking for help five minutes before a session starts, however, when everyone is trying to get their own things squared away, makes things a bit difficult.

With that being said, the HO Division is looking for someone to step up to help with the Club-owned radios. This is not a complicated job, but it is something that needs to be done. We will be more than happy to teach someone. We are looking for someone, whether you have your own radio or use a Club radio, to check over the Club radios from time to time, determine that rechargeable batteries are still functioning, determine that headsets are functioning, etc. Guests that come for their first time, or only a few times throughout the year, should not have to struggle on their own to find a working radio, get batteries, determine if there's a working headset, etc. You do NOT have to be present every time trains are running. You will be expected, though, to ensure, ahead of scheduled sessions, that the radios and headsets are ready to go. Another aspect of this position will be to coordinate with the HO Superintendent to determine if non-functioning equipment can be repaired or should be discarded and replaced, but you won't be expected to do any technical repairs yourself.

As we move forward through this year's Open House Season and into Ops Sessions in 2026, we will continue to focus on prototypical operations on the Railroad. Those Operators who prepare themselves accordingly for the sessions will be given priority over those who choose not to do so. The use of radios is part of that and is not going to change anytime soon. It is in everyone's best interest to have someone step up for this task so that we all can continue to enjoy our sessions. If you are interested in helping the HO Division with radios, please contact Bill Deeter or John Gladmon.

[For those interested in purchasing their own radios, one example is the Midland LXT500VP3, which can be purchased on Amazon or eBay for under \$50. One example of earpieces for use with the Midland LXT500VP3 radios is the Cyen YC001 Surveillance Headsets, which can be purchased for about \$17.]

Open House Season on the HO Layout

John A. Nawn, Chief Dispatcher

We will again be conducting our 2025/26 Open House on the HO layout under the direction of a Dispatcher. This year myself and John Gladmon will be alternating the Dispatcher duties each weekend so each of us can have a chance to also operate. And, when we are not operating, we will be out on the line where we can help troubleshoot any issues and keep the operations flowing.

New this year – for club members only:

1. We will be having a special break in session for your personal trains on **Saturday, November 8, between 10:00 AM and 3:00 PM**. If you cannot make one of our Wednesday night sessions, then please plan on attending this Saturday. We will be available, as we are every Wednesday night, to assist in addressing

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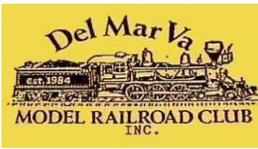
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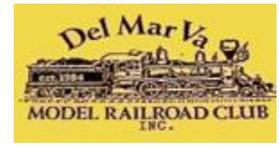
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8

your DCC equipped locomotives, help you break in your locomotives and assist in making your required five laps around the layout.

2. **Track assignments for the storage of your trains will be made by the Dispatchers this year.** While open house season is our annual chance to bring in some of our own equipment and parade it around the layout for the public, it is necessary to make sure we can put on a good show. Accordingly, the following will apply to Open House Operations.

1. Open House sessions will be conducted under the authority of a timetable much like our Operation Sessions. Parkersburg Tower will be manned, and the Dispatcher will direct all operations on the mainline. Operations on the Ohio River sub will be under the authority of the Parkersburg Low yardmaster, as we have done in the past. A new timetable will be issued effective November 29 and effective through the Open House season.

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

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

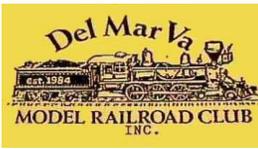
4. You are, of course, invited and in fact *encouraged to bring your own trains* to run during the Open House.

- a. All the yard tracks in Grafton, and Cincinnati have been cleared and opened for members to place their trains. This will be the primary location to stage members' trains. Other locations may be made available depending on space needs, at the direction of the Dispatchers.

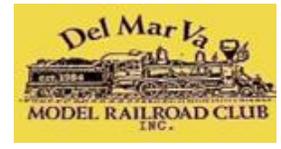
- b. Members are asked to only bring one full train *unless space permits otherwise*. **Prior to bringing a second train, confirm with the Dispatcher or Superintendent that additional yard tracks are available.** Your one train(s) can be the same train for the entire season, or a different train each weekend. However, you cannot introduce a new train onto the layout between the Saturday and Sunday session. *Keep reading...*

- c. Any member bringing a train will be assigned a yard track, by the Dispatcher, on which to place your train. That will be the yard track assigned to you for the weekend and/or the season. You cannot change tracks. Once you remove your train from the layout, you vacate that track, and it becomes available to another member. Track assignments are subject to the discretion of the Dispatcher or Superintendent.

- d. Once you bring a train to the layout, it must complete five complete laps around the layout, trouble free and uninterrupted, in the direction in which you intend to operate. If the train breakdowns say, on the fourth lap around the layout, then you must restart all five laps. As it takes at least 30 minutes to complete five uninterrupted, back-to-back laps around the layout, this process cannot be done



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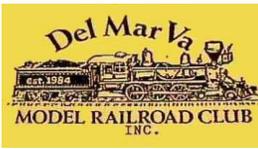
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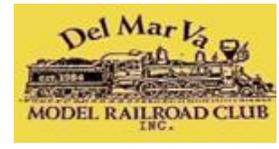
9

on the morning of the open house. Accordingly, **no trains can be introduced onto the layout on the morning or weekend of an open house.** *You must plan to be present on a Wednesday night, before an open house, on Saturday, November 8, to test your train and complete your five, uninterrupted, back-to-back laps. Seems harsh perhaps but remember the goal: **constant and consistent trains, making their way flawlessly around the layout without derailments, stalling, or breakdowns.** The public doesn't want to see you re-railing your train. The other operators do not want to be waiting while you re-rail your train. The public wants to see trains running around the layout which can't happen if you are re-railing your train. **Constant and consistent trains, making their way flawlessly around the layout without derailments, stalling, or breakdowns.***

- e. No train can be staged for operation unless it has completed its five uninterrupted, back-to-back laps around the layout and has been approved and signed off by the Superintendent, Dispatcher or one of the Yardmasters.
- f. Once your train is staged, you will need to fill in the Staging Sheet identifying the yard, track, direction of travel (east or west), lead locomotive number, railroad, and owner's name. You will also be required to name your train in a prototypical way such as extra 2200, orange blossom special, etc. *This will allow for more prototypical communications as opposed to 'john's train', etc.* The Staging Sheet will also contain the signature block for the sign off confirming that your train made the required five, uninterrupted, back-to-back laps. *The Dispatcher will need the Staging Sheet prior to the start of the Open House to be able to Dispatch the trains consistent with the operator duty signups. Therefore, no trains can be added the morning of.* The Staging Sheet is fixed on the Saturday morning of the Open House weekend, for both days. Once your train is staged and ready to go, it can only run in the assigned direction, east or west. If you want to run in the opposite direction, your train needs to be re-tested for the five, uninterrupted, back-to-back laps on a Wednesday night between Open House weekends in the other directions.
- g. If you do not intend to be present for all four weekends or at least back-to-back weekends, you may be asked to remove your train in the interim, to free up track space for others.
- h. Be respectful. No member is permitted to run another member's train without their express permission.
- i. Once a yard track is assigned, no other member may use that track until the assigned member's train leaves the layout.
- j. If your train does breakdown during an Open House and can be re-railed/re-started, once it is rolling again, the Dispatcher will determine whether (1) it can continue to run, (2) direct that it returns to its yard track with the next pass (3) direct that it goes to the nearest siding or (4) direct its removal from the layout. The Dispatcher or Superintendent will make the final decision as to whether any train subject to (2) or (3) will be allowed to continue for the current weekend open house. Any train subject to (2), (3) or (4) will have to pass the five, uninterrupted, back-to-back laps again before being allowed to continue at the *next* Open House. **Constant and consistent trains, making their way flawlessly around the layout without derailments, stalling, or breakdowns.**
- k. The club, as before, will also have complete trains staged around the layout, with and without club power.
 - i. The trains with club locomotives will have been test run and completed their five laps at the time of staging. These trains are available to operate by any member who wants to run a train



DelMarVa Timetable



News of the DelMarVa Model Railroad Club

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

November 2025

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10

- during open house but, as above, the movement of these trains is also under the direction of the Dispatcher and members wishing to operate these trains must still also sign up for a slot, as above. The same procedures outlined above likewise apply to the movement of the pre-staged club trains. *So, don't feel like you must bring a train to participate in the Open House. There will be club equipment available for those that will not be bringing a train.*
- ii. Club trains without locomotives are also provided for members who only wish to bring their favorite motive power. If you are only bringing locomotives, the same rules apply. **The locomotives must be able to move around the layout five (5) times without incident with the club train you are intending to pull, attached.** Likewise, you cannot switch club trains during an open house. Once your locomotives are introduced to the layout, and coupled to a train, that's the train that will stay with your locomotives for the weekend or the season if you plan to attend every open house. If you wish to change locomotives, again, the same rules apply including the five(5) uninterrupted laps.
 - l. If you are planning to bring your own power, it should be addressed to the engine road number, prior to arriving at the club. If you do not have the ability to address your locomotive ahead of time, this can be done at the club, but only on Wednesdays. **Absolutely no locomotives can be operated on address 3, period.**
 - m. Saturday and Sunday mornings are not the time to address locomotives, troubleshoot trains, etc.
 - n. you absolutely cannot make a Wednesday night or on November 8, to have your train, make those five (5) uninterrupted laps, then you're asked to refrain from bringing a whole train. **With the approval of the Superintendent,** you can bring a locomotive that can be assigned to a club train.
 - o. All operational changes will occur roughly, on the hour. The Dispatcher may start bringing in trains and releasing trains a few minutes before and after each hour, so operators should be available 10 minutes before their selected time slot(s) and be prepared to stay 10 minutes after their selected time slot(s). No change of operations, expect in the case of breakdowns as described in K above, may occur between the hourly time slots unless otherwise directed by the Dispatcher.
 - p. Operators are not expected to operate, nor permitted to operate any main line switches without the permission of the Dispatcher.
 - q. The signal system will be functional and operating. Please pay attention and follow the signals to maintain proper train spacing. Likewise, operators are expected to know their location on the railroad, by the names of the towns, always. All locations are identified by name on the layout fascia. Again, we will be trying to keep train communications prototypical and its good practice for operating sessions.
 - r. As is sometimes known to happen, should you give your throttle to a guest operator, which is fine, you are required to stay with the guest operator the entire time your train is moving on the layout.

The new Operations Bulletin is contained elsewhere in this issue of the *Timetable* and will be available at the Dispatcher's Office window. Please pick up a copy and familiarize yourself with it. The size is designed and intended to be carried in your back pocket while operating.

The Staging Sheets have been posted at Grafton, Hamilton (Cincinnati), and Chillicothe with the Miscellaneous Sheet covering the available tracks around the rest layout also posted at Grafton.

The Operator Sign Up sheets will be posted at the Dispatcher's Office window starting Wednesday, Nov. 5.

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

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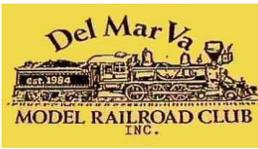
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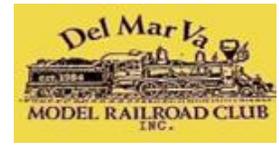
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11

Open House Operation Bulletin

John Nawn, Chief Dispatcher

THE BALTIMORE & OHIO RAILROAD COMPANY

OHIO-NEWARK DIVISION

OL&K SUBDIVISION
PARKERSBURG SUBDIVISION
CHILLICOTHE SUBDIVISION

MONONGAH DIVISION

PARKERSBURG SUBDIVISION

Parkersburg Dispatcher

*Operations Bulletin No: **2025-11-1.***

This Bulletin replaces 2025-03-1.

*Effective: **November 29, 2024,** until superseded*

General Notes

1. All movements for the Divisions noted above, the NYC K&M Subdivision and C&O Portsmouth Subdivision are conducted under the authority of the Parkersburg Dispatcher.
2. All movements to and from the mainline including entry to and exit from Grafton (GR), Hamilton (HA, *Cincinnati*), Chillicothe (CH) and Parkersburg High (PH) can only be made under the authority of the Parkersburg Dispatcher.
3. Operations within Chillicothe Yard (CH) and Parkersburg Yard (PH) are also under the authority of the Parkersburg Dispatcher. There are no yardmasters on duty at these locations currently.
4. Operations on the Ohio River Subdivision and the Wieland & Port Charles are under the authority of the Parkersburg Lower Yardmaster.
5. All operators must be signed into a scheduled time(s) prior to operation.
 - a. Operators are expected to be ready to go at least 10 minutes prior to their chosen time slot(s).
 - b. Operators are expected to remain available for operation up to 10 minutes after their selected time slot(s).
6. All operators are to continue Train operations until given permission to enter a yard or leave the mainline.
7. Operators are responsible for ensuring the proper alignment of manually operated turnouts when entering or leaving a yard.
8. No Trains may stand or stop on the mainline except temporarily in the presence of a restricting signal display.
9. Operators must have a Digitrax Series 6 throttle with fresh batteries and a radio (channel 3) with headset prior to Train operation.
10. The Dispatcher will not authorize the movement of any Trains that do not appear on the Staging Sheet prior to the start of an open house session.
11. All Trains will be referred to by their listed Train name/symbol on the Staging Sheet.
12. Station stops and switching movements enroute are not authorized and will not be permitted.
13. Operators are not expected to operate, nor permitted to operate any main line switches without the permission of the Dispatcher.
14. All Trains must be operated from and returned to their pre-assigned staging location.
15. Operators must follow and adhere to all signal indications unless specifically waived by Dispatcher.
16. When stopping at signals, operators must stop their train at least one engine length before signal.
17. Should breakdown or derailment occur the operator must immediately contact the Dispatcher and advise of Train name and location and await further instructions.
18. The Dispatcher will not assign limits of operation, only direction of travel. Once authorized for

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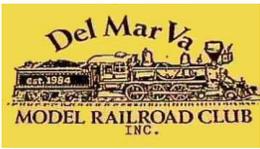
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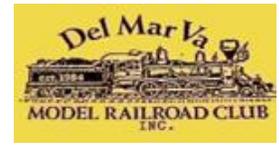
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12

movement, Trains are authorized for continuous movement eastbound or westbound on the mainline, until such time as that authorization is rescinded by the Dispatcher.

19. Operators are expected to have a copy of this timetable in their possession while operating.



October 2025 Dispatcher's Report HO Scale Operating Session – 10/4/25 and Season Wrap-Up.

John Nawn, Chief Dispatcher

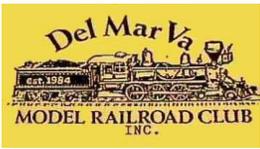
On Saturday, October 4, 2025, we conducted the ninth and final Operating Session of 2025 on the HO Scale Layout of the Delmarva Model Railroad Club. Twenty two (22) Crew Members were present for our last session of the 2025 season. This included the Dispatcher, Parkersburg High (PH) Yardmaster, Parkersburg Low (PL) Yardmaster, Chillicothe Yard Master (Superintendent), Steel Mill Yard Master the Weiland and Port Charles Trainmaster, and a C&O/Portsmouth Subdivision Trainmaster. The remaining personnel were split between eleven (11) Mainline Operators, and four (4) Crews on the Ohio River Subdivision.

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 17 trains with 199 cars Westbound on the Mainline and 12 trains with 109 cars Eastbound on the Mainline. The Ohio River Subdivision handled 143 cars on 25 trains through Parkersburg Low Yard, and an additional 47 cars on 5 trains on the W&PC. The Portsmouth Subdivision contributed 2 trains with 29 cars. A grand total of 61 trains moved 527 cars during this Session. Three trains were annulled, one extra PH-97 was called for and operated under Form 31 orders, 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.

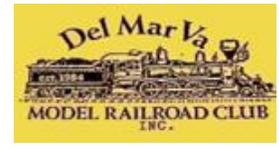
Unfortunately, we continued to experience MU and Slot Max issues with the command station, losing about one hour of operating time, with multiple command station re-starts. As of the writing of this article, the Superintendent and others have diagnosed and fixed the problem, so we do not expect to have any issues with open house running. However, everyone is reminded that the HO Layout of the Delmarva Model Railroad Club is currently operating using 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. Many members have purchased their own 6-series throttles, and the club had obtained through purchase and donation approximately six (6) UTD throttles for use on the layout. The Club-owned throttles must be signed out with the Dispatcher prior to use and must be returned at the end of each day.

As noted, this was the last operations session of 2025, and the railroad is now being re-staged for open house running. Accordingly, Operations Bulletin 2025-03-1 has been abolished and superseded by new Operations Bulletin 2025-11-1. Copies of the new Bulletin will be available at the Dispatcher's window before the first open house session and appears in this issue of the Dispatcher. Anyone intending to operate trains during open house is expected to familiarize themselves with the Bulletin and have a copy with them while they are operating.

During 2025, we continued to advance the functional and prototypical operation of the layout. We started the year with an operations training/orientation session and expect to offer another one at the start of the 2026 ops sessions. A new command station, Digitrax DCS 240+ was installed and we believe it is finally working well such that we will not have slot issues going forward. Prototypically, we continue to improve the railroad



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13

paperwork, such as replacing the Form 19 orders with Form 31 orders, and moving to more prototypical radio communications, which we will be concentrating on in 2026. A few new signals were added, enhancing traffic control and throughput, along with Dispatcher controlled turnouts in Cincinnati and Grafton. In 2026, we will continue to add more signals, and additional Dispatcher controlled turnouts at key locations. We will also be studying the operations to get a better balance on car counts and flow to better manage the congestion in Cincinnati and Grafton. Also stay tuned for new naming conventions including a more prototypical name for the Dispatchers office (hint, in 1971 the office wasn't in Parkersburg) but more on that later. Be sure to check out the new, prototypical tower at Grosvenor, too.

So how did we do this year? Elsewhere in this issue you will find the Operation Summary for 2025, nonetheless, in 2025, 154 crew members moved 4,554 cars in 619 trains on our railroad. Well done everyone who participated! Mainline traffic made up 61% of the total, with the rest attributable to the Ohio River sub, including the Weiland and Port Charles with about 2% attributable to the C&O Portsmouth sub. The east/west distribution on the mainline was almost equal with 51% of the traffic moving westbound.

That's a wrap for 2025 operations. I trust everyone had a great time and I look to the start of Ops26. On to Open House! Thanks for allowing me the opportunity to dispatch this year.

2025 HO Scale RAILROAD TOTALS

	Staff	Trains Run						Cars Moved					
		West	East	OR Sub	W&PC	C&O	Total	West	East	OR Sub	W&PC	C&O	Total
Feb	8	10	13	22	3	2	50	85	149	163	15	14	426
Mar	18	11	10	16	8	0	45	109	121	117	26	0	373
Apr	19	16	16	80	15	0	127	202	184	158	40	0	584
May	20	22	17	21	12	1	73	227	223	145	22	20	637
Jun	15	12	11	18	13	0	54	125	110	115	50	0	400
Jul	18	19	17	32	14	1	83	213	220	209	29	9	680
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
Oct	22	17	12	25	5	2	61	199	109	143	47	29	527
Total	154	136	121	266	88	8	619	1,446	1,377	1,333	303	95	4,554

[Ed. Note: 4,554 40-foot train cars would occupy 34.52 miles of track]

Combined N-Modular, Z-Scale, and T-Scale Reports

Ed Frampton

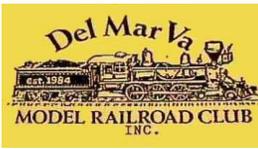
A back injury has caused me to miss the last two business meetings. I hope to make it to the November meeting. Knowing that missing it is a possibility, I want to report here that all will be ready for Open House.

N-Modular Report:

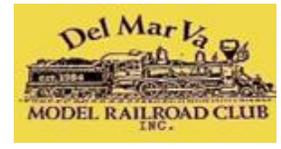
The drop cloths are working!

Z-Scale Report:

For the November and December Open Houses, a snowy white platform will replace the original green one. The Christmas train acquired earlier this year will play a starring role. The green base will return in January.



DelMarVa Timetable



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14

T-Scale Report:

Ready to dazzle our visitors for another year.

Railroad News

From the Lewes Junction Railroad & Bridge Association newsletter

Buy a Model, Benefit LJRBA

Our friends at *Trainz* (you model railroad enthusiasts out there know them as a leading e-retailer of new and collectible model trains and parts) have chosen December 2 as their Trainz.com Charity Day. From 12:00 am to 11:59 pm ET, they will have a checkbox at their checkout screen where customers are able to earmark an organization for credit. At the completion of the event, all sales will be totaled up and 10% of each sale earmarked for LJRBA will be donated to us by Trainz.com.

What a great motivation to get your holiday shopping done early and benefit - what we are sure is - your favorite non-profit.

Regular readers will recall Trainz.com generously donated an HO Brass Pennsylvania B6SA 0-6-0 steam locomotive and tender, a perfect mini-me of our “#60” locomotive and its buddy. Come see the Lilliputian cars displayed proudly inside the caboose during one of our twice-monthly open houses.

From *Fortune*

Death of BNSF Railway conductor who was hit by a passing train is under investigation

[Associated Press](#)

October 19, 2025

<https://www.fortune.com>

New York, NY

Authorities were investigating the death of a rail conductor who was hit by a passing train Sunday in Montana, the National Transportation Safety Board said.

The conductor worked for BNSF Railway, the agency said in a post on the social media site X. BNSF Railway operates one of the largest freight railway networks in the U.S.

The incident occurred at about 9:40 a.m. in Columbus, a town of about 2,000 people 40 miles (64 kilometers) southwest of Billings.

Emergency response officials weren't sure what happened other than that an individual was between two trains, said Nick Jacobs, Columbus Fire Rescue's assistant chief. One train was parked on one track and the other train was moving on another track, he said.

“And the moving one struck him somehow,” Jacobs said.

The NTSB and Federal Railroad Administration officials were at the scene, Jacobs said.

A spokesperson for BNSF said the company was referring all questions to the NTSB.

The identity of the deceased was not immediately released.

A report by the Federal Railroad Administration last year found BNSF was generally striving to improve safety on a consistent basis, but that message didn't always reach front-line workers who often didn't feel comfortable reporting safety concerns for fear of being disciplined.

The agency prepared the report as part of an effort to [review all major railroads](#) to address [safety concerns](#) after a 2023 Norfolk Southern [train derailed](#) in East Palestine, Ohio.

Update #1 – From *Associate Press*

Rail conductor who was struck by a train and killed is identified as a Montana man

October 22, 2025

<http://www.apnews.com>

New York, NY

Columbus, MO – Authorities on Wednesday identified a BNSF Railway conductor who was fatally struck by a passing train as a 52-year-old Montana man.

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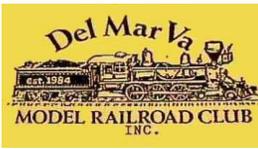
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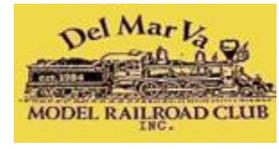
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15

Daniel Peterson died at the scene of the Sunday morning accident in Columbus, Montana. The cause was blunt force trauma, said Stillwater County Undersheriff Randy Smith.

At the time of the accident Peterson was between two trains on separate tracks. One of the trains was moving and struck him, according to emergency officials.

Further details on the accident have not been released. It's being investigated by the National Transportation Safety Board.

The Texas-based BNSF operates one of the largest freight railway networks in the U.S. A spokesperson for BNSF referred questions to the NTSB. The federal agency answered emails asking for comment with an automatic email reply saying they won't be able to respond due to the shutdown.

Columbus is a town of about 2,000 people 40 miles (64 kilometers) southwest of Billings, Montana, where Peterson lived, according to Smith.

A report by the Federal Railroad Administration last year found BNSF was generally striving to improve safety on a consistent basis, but that message didn't always reach front-line workers who often didn't feel comfortable reporting safety concerns for fear of being disciplined.

The agency prepared the report as part of an effort to [review all major railroads](#) to address [safety concerns](#) after a 2023 Norfolk Southern [train derailed](#) in East Palestine, Ohio.

From Jon Black via *Daily Dispatch*

Firefighters perform rescue after train strikes truck in Preston County

October 20, 2025

<https://dailydispatch.com/>

Wilsonville, OR

According to a Facebook post from the Tunnelton Volunteer Fire Department, on the night of Oct. 19, emergency crews responded to the railroad tracks near the area of Number 4 Hill after a pickup truck went over a 30-foot embankment and crashed into the tracks.

Fire crews said the person in the truck was injured but was able to get out of the vehicle and crawl away from the tracks. A few minutes later, a loaded coal train came out of a nearby tunnel and struck the wrecked truck that was still on the tracks.

The post said fire crews helped the person in the truck get up the embankment and into a KAMP ambulance. There is no word on the extent of that person's injuries.

The Tunnelton Volunteer Fire Department was assisted by KAMP Ambulance, the Preston County Sheriff's Department and Rankins Towing, which removed the vehicle from the tracks.

From Yahoo Finance

Just two U.S. makers of critical railroad material left after plant closure

Stuart Chirls

October 21, 2025

<https://www.finance.yahoo.com>

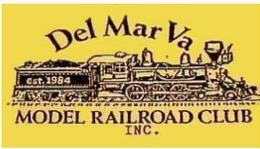
New York, NY

Steelmaker Cleveland-Cliffs will permanently close its Steelton, Pa. plant, one of only three major domestic producers of track rail in the U.S.

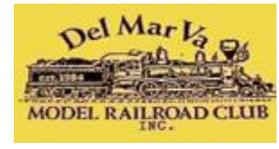
The facility in south-central Pennsylvania served by Norfolk Southern was idled in June due to weak demand and depressed pricing, the company said then in a letter to employees.

Steel Dynamics, Inc., based in Fort Wayne, Ind., and Pueblo, Colorado's Orion Steel are the remaining producers of heavyweight rail in the U.S.

The closing, scheduled for Jan. 13, 2026, will eliminate 500 jobs, according to local media. Steelton had annual capacity of 300,000 net tons; Cleveland-Cliffs does not break out separate figures for rail sales. The company did not immediately respond to emails seeking more information.



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16

Cleveland-Cliff's stock has improved by 135% since the June announcement as the Cleveland-based company said it will expand its rare earths business, and make a deal with a foreign-based partner. Japan's Nippon Steel acquired U.S. Steel for \$15 billion earlier this year.

From WPVI-TV 6 ABC

Propane tank explosion on railroad tracks damages nearby buildings in Bear, Delaware

The blast damaged a church and a warehouse located about 500 feet away.

November 1, 2025

<https://6abc.com/>

Philadelphia, PA

BEAR, Del. (WPVI) -- The Delaware State Fire Marshal's Office has determined that an explosion that occurred Saturday afternoon in Bear, Delaware, was accidental.

The blast took place at approximately 12:30 p.m. along the 3300 block of Wrangle Hill Road, near the railroad crossing north of Red Lion Road. According to investigators, crews were working on a track maintenance vehicle equipped with a 500-pound propane tank when a malfunction occurred during the heating process of the tracks, causing the tank to explode.

The explosion completely destroyed the maintenance vehicle and ignited a large fire on the tracks. It also damaged several nearby structures, including a church and a warehouse located about 500 feet away. The church sustained significant damage, with windows blown out and its roof briefly catching fire. Fire crews were able to quickly extinguish the flames. The warehouse's doors were also blown open by the force of the explosion.

Authorities reported minor damage to several homes and businesses in the nearby Oakwood housing development along Moyer Drive.

No injuries were reported. Damage estimates are still being assessed.

Wrangle Hill Road remains closed between Porter Road and Red Lion Road as the investigation continues.



From Delmarva Central Railroad Facebook page

November 1, 2025

<https://www.facebook.com/groups/107189019301638>

Harrington, DE



With the issues above the canal, the K64 pickup is sitting at Green Spring (north end Clayton siding). DL914 (ex-MDDE 1203) is in no hurry to leave the Delmarva.

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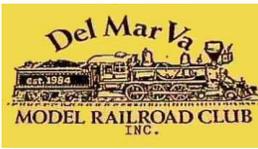
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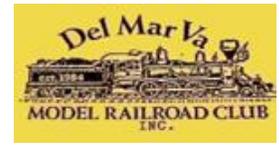
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DelMarVa Timetable



News of the DelMarVa Model Railroad Club

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

November 2025

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

Jeff Shockley, Editor

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

17

Upcoming Events

(Mid Atlantic Train Show List, Model Train 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 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.

November 2025 – DE-MD-NJ-PA Model Railroad Open Houses. The 2025 Model Railroad Open House schedule is on line! Go to the website: <https://www.modelrailroadopenhouse.com/modelschedule.html> to start planning your layout visits.

Thanks to this year's sponsors (<https://www.modelrailroadopenhouse.com/modelsponsors.html>) for helping with the costs of the signup forms and the website.

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

November 16, 2025 – Train & Toy Show at Keystone Steam Fire Company Number 1. 240 N. Walnut St., Boyertown, PA. Hours: 9a-2p. Admission: \$5, kids under 13 FREE. All gauges featured, Hot Wheels, Aurora, Tootsie-Toy, LEGO and others. For more info, contact Dan Furmanski, trainmakers23@gmail.com or call 215-421-9036.

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 28-30, 2025 – Eastern Shore Train, Toy & Hobby Show. Dockside Hall, Roland E. Powell Convention Center, 4001 Coastal Hwy., Ocean City. MD. Hours: Fri & Sat: 10a-3p, Sun: 10a-1p. Admission: \$5, kids 10 & under FREE. FREE parking. Operation train displays; trains, sets, vintage toys, hobbies and collectibles.

Email: DelmarVaTimetable@delmarvamodelrailroadclub.org

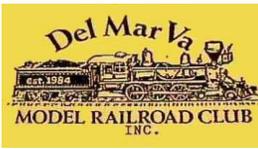
Bylaws: [https://delmarvamodelrailroadclub.org/About Us/DMMRC ByLawsRev10-7-15.pdf](https://delmarvamodelrailroadclub.org/About%20Us/DMMRC%20ByLawsRev10-7-15.pdf)

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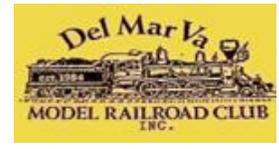
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Celebrating our 41st year of promoting model railroading

18

Food concessions. In conjunction with Ocean City, MD Holiday Shoppers Fair. Special thanks to Ocean City Tourism Department. Show brought to you in collaboration with Delaware Seashore Railroad Club, Inc. For more info, visit: <http://www.DelawareSeashoreRailroadClub.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/>.

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/>

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>.

March 14, 2026 – 38th Annual Harrisburg Railroad Show & Collectors Market. Sponsored by the Harrisburg Chapter National Railway Historical Society. The Scottish Rite Harrisburg, 2701 N. 3rd St., Harrisburg, PA. Hours: 9a-3p. Admission: \$5, kids under 12 FREE. Featuring: railroadiana, model railroad items, books, videos, apparel, operating train layouts, test tracks, snack bar, program on Conrail at 11a by Larry DeYoung. For table reservations, contact Mark Irvin, 3814 Leyland Dr., Mechanicsburg, PA, 717-343-7182. For show info, visit: <https://harrisburgnrhs.org> or email: harrisburgtrainshow@gmail.com.

March 21-22, 2026 – Railfest 2026. Presented by National Model Railroad Association MCR – Divison 5, Lakeland Community College, 7700 Clocktower Dr. (State Rt. 306 at I-90, Exit 193), Kirkland, OH. Hours: 10a-4p. Admission: \$9, two-day pass: \$14, couple: \$14, family: \$14 (two adults with kids under 18). Featuring dealers, new/used items, exhibitors, operating layouts, books, magazines, apparel, collectibles, food services available at reasonable prices. For more info, visit: <https://www.railfest.org>, email: railfest@mcr5.org, or Facebook: www.facebook.com/RailfestTrainshow.

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	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			

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