

Delmarva Timetable

News of the Delmarva Model Railroad Club

January 2024

Celebrating our 39th year of promoting model railroading

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

Jeff Shockley, Editor

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

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Next Meeting

Our next meeting will be on Wednesday, January 3, 2024, at 7:30pm in the club meeting room. At the church's request, all members are asked to use the parking lot and not the grass area behind the building.

Note from the President

Charlie Larrimore

I hope everyone had a save and very merry Christmas. Doris and I wish you all a happy New Year, also!

Happy January Birthday to:

- Mike Kay January 25
- Margaret Brack January 26

Since this is a new column, if I missed your birthday, please let me know. The membership list I am using is missing some members birthdays.

Club News

The Shore Boyz are Coming!!



The Shore Boyz Railroad Club will be displaying their 40' mobile O Gauge/G Scale layout outside the club entrance on

Saturday, January 6 and 13 (weather permitting). Be sure to stop by and visit.

Our next shows are listed in the *Upcoming*

Events section. We are always adding dates and the season is going to be a busy one.

By year's end over 50,000 folks will have seen our layout. We have never done the same layout at any of our shows. There is something new every time.

We will have worked with almost every club on Delmarva by the end of 2023.

We have traveled to New York with our display and made friends along the way.

We would very much like you to follow the *Shore Boyz Railroad Club* on Facebook, Instagram and Tiktok.

Thank you again for inviting us! Billy and I can't wait. We look forward to seeing you all soon . We are bringing new things on the layout and hope for a great turnout.

Layout News

HO Scale Open House Guidelines

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: 2023-11-2.
This Bulletin replaces 2023-03-1.
Effective: November 25, 2023, 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superseded**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.

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- 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).
 - c) All operators are to continue train operations while on the mainline for the entirety of their selected time slot.
 - d) If an operator fails to show up for their selected time slot, that Dispatcher may reassign the time slot.
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 throttle with fresh batteries and a radio (channel 3) with headset 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. Dispatcher will not assign limits of operation, only direction of travel. Once authorized for 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.



Getting Your Cars Ready for Open House

John A. Nawn

Hey, by the way, our annual Open House season is here.

With all due respect to the other scales and members, this article is geared for our HO members. For one, I don't think the O-scale folks need an article like this. From my experience (I do have a 4x8 O-scale layout at home under a 4x8 section of my larger HO layout, for the grandchildren), you can take the O-scale car out of box, put it on the track and immediately run it around the layout through ridiculously un-prototypically tight curves at bullet train speeds and it stays on the track, which is why I have it for the grandchildren, despite their best efforts to

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derail the train with cars, figures, and other assorted deleterious materials. I have never had to replace couplers, wheelsets or add weight to O-scale cars. I call this the magic of O-scale.

And yes, I do have N-scale too and had an N-scale layout at one point and have no idea how the cars stay on the track but avoid derailments by simply only running Micro-Trains cars, the 'Keith' part of Kadee (his twin brother Dale ran the other company, Kadee); Keith and Dale Edwards...I have no idea where the other E came from. More magic perhaps

I'll stick with what I think I know best, HO Scale. Unlike the other scales within the club, the HO Layout seems to support the greatest number of 'foreign' (non-club owned equipment) cars during Open House. So, perhaps a little primer on making sure your cars are suitable for derailment free operation, at least that's the goal.

Number 1: Weight

It is better than it used to be in the days of the featherweight Tyco cars, when car weight was deliberately kept low so locomotives of questionable quality and ability could pull more cars. Nowadays, most higher quality cars are closer to proper weight, but may need more. The National Model Railroad Association's (NMRA) Recommended Practice (RP) 20.1 recommends cars should weigh 1oz plus ½ oz for each inch of

car length. For instance, a 50-foot box car is about 7 inches long. So, the weight should be 1oz plus ½ oz per inch ($0.5 \times 7 = 3.5$) or 4.5 ounces. An 85-foot passenger car is about 12 inches long, so the weight should be 7 ounces.

What do I need to weigh my cars, well, a digital scale, one that can read weight in quarter ounce increments. A digital kitchen or postal scale for instance. I understand we may have one at the club for use, but they are not expensive. I found some on Amazon for less than \$10.

Then, you'll also need weights, generally in quarter ounce increments. You can buy stick on weights, in quarter ounce increments at most hobby shops (the flying model plane guys use them too for nose weight in the plane), online retailers and eBay. I have seen 6 pounds of stick-on weights, in quarter ounce breakaway pieces, for \$25. That's probably enough weight for 50 cars or more, assuming you must add about 1 oz of weight to each car. Prather sells a 6 oz package of stick-on weights, in quarter ounce increments, for \$8.50. You can also use lead sinkers for all you fisherman, wheel weights available at the auto-parts store, lead shot or even BBs.

However, it is important to understand that whatever you use, it must be affixed to the car in some way. It cannot be free floating in the car. You can secure weights with white glue instant glue or whatever, but they must be secure, which

is why I like to use the stick-on weights. A free moving weight within the car creates dynamic forces that will derail the train. If the weight breaks free in service, then the car should be removed from the track and not operated again until the weight is secured.

The weight needs to go inside the car, of course, so you will have to 'open' the car to put weight in. And, when adding weight, it's better you err to the side of too heavy than too light. A car that is ½ oz overweight will track better than a car that is a ½ oz too light. No worries, we love to buy engines and probably own more locomotives than we will ever need, so if your train is too heavy, just add another locomotive.

2. Wheelsets(wheels)

We don't call them wheels since there is always more than one (two tracks = two wheels, minimum). The two wheels connected by the axle are referred to as the wheelset.

Just like the real railroad, our model train wheels will wear as the car is operated. As our model track is metal, if we use plastic wheels, they will wear quicker since metal is harder than plastic. As the wheels wear, the shape changes ever so slightly which can cause derailments. Metal wheels on metal track wear more evenly reducing the derailment issue that occurs with plastic wheels. And, unlike the real railroads, we

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rely on the track for power transfer too. Metal wheels traveling over metal track tends to keep the track cleaner and better able to conduct electricity. Plastic wheels tend to collect dirt which also affects their ability to track well.

I believe our Superintendent has said this before, but I'll say it here anyway, replace your plastic wheelsets with metal wheelsets before you bring your car to run on the club layout. Maybe this should be number 1...

Various manufacturers sell metal wheelsets. Intermountain for instance sells a box of 100 wheelsets, enough for 25 cars) which can usually be had for \$80 to \$90. The most important thing to know when buying wheelsets is the size of the wheel and the wheel profile. Most modern freight cars (the ones without roofwalks) and all passenger cars use 36-inch diameter wheels. Most older freight cars and cabooses use 33-inch diameter wheels. In HO scale, you would need a digital caliper to tell the difference, so if you do buy them, keep the sizes separate and don't mix them up. In HO scale the prototypical 3-inch difference is 0.0344 real inches. The other key consideration is wheel profile, sometime referred to as wheel 'code'. Scale wheels are sometime referred to as Code 88 wheels. While more prototypical, scale wheels do not track well, especially through our not so scale switch frogs. Code 110 wheels are wider than scale wheels but

track oh so much better. Like everything else, I prefer Kadee wheelsets, especially if you are only doing a few cars. Kadee part number 520 is a dozen 33-inch, code 110 wheelsets (\$12) and Kadee part number 522 is a dozen 36-inch, code 110 wheelsets (\$15). Each package is enough to do 3 cars. Yep, that's another \$4+ per car. Luckily though, most higher quality cars sold nowadays already come with metal wheel sets.

Whew.

An aside. Yes, I have mentioned that the club may have a scale, probably has various forms of weight around and has wheelsets. But this is not necessarily an invitation to use these items.

Sure, if you need one or two things, in an emergency, fine, but the club supplies are really for the club cars. The club does not have an endless supply of money or supplies for members to use on their own equipment. It's your own equipment you are bringing to the club to operate, so you are also responsible for your own parts necessary for good operation. For instance, the club supply of wheelsets has been purchased by individual club members and donated to the club for use on the club cars. If you need to weigh your cars or replace your wheelsets, great, bring them with you on a Wednesday night and we can help you. But, if you need weights or wheelsets, please bring your own supplies, too.

3. Couplers (and Trucks)

You know those knuckle shaped things that the trolley aficionados don't have to worry about. If we want to run more than just a single engine, we need couplers. I'll say it right up front. Without a doubt, the best, most reliable couplers are Kadee couplers, period.

With that said, we live in great times in the hobby. Almost everything we buy now comes with a scale-like knuckle coupler that is compatible with every other coupler. That doesn't mean, however, that we can skip this section. You may still need to check your couplers if not replace your couplers, anyway. This is why this is number 3. If everyone brought equipment to operate that was properly weighted and had metal wheelsets, and we didn't address couplers, we'd still probably be okay, but let's talk couplers, anyway.

First and foremost, except for most passenger cars and some, long freight cars, all couplers should be body mounted. If the freight car you want to run has truck mounted couplers, don't worry about the weight, don't replace the wheelsets, and don't bring it to operate on the club layout. I am sure it will look good on a shelf somewhere. Most early (Tyco again) freight cars had truck mounted couplers. Cheap and easy to produce but, when you try to back the train up, it will derail, every time. The dynamic pulling and

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pushing force of the coupled cars must be carried through the body or frame of the car. In other words, the coupled train in tension somewhat of 'floats' on the trucks and the rails. When you apply those dynamic forces to the truck instead of the body of the car, our tiny wheel flanges are relatively light cars are unable to counteract the force without jumping the track. If you have a freight car, other than an 89-foot flat car, auto rack, or auto parts box car, with truck mounted couplers, then it's probably time to retire said freight car. If you absolutely must run the car for whatever reason, bring it in and we'll look to see if body mounted couplers can be added. However, switching from truck mounted couplers to body mounted couplers cannot be done in one club night, will require some 'surgery' to the car, and will most likely also result in the need for entirely new trucks.

When you get your brand-new car or locomotive home and take it out of the box, you should always check the coupler height. The easiest way to do this is with a Kadee Insulated Multi-Purpose Height Gauge (\$8.50, Kadee part number 206). To do this, you also need a piece of track if you don't have a home layout (we always have some extra straight track, not curved track, hanging around and/or on the white elephant table). Follow the directions that come with tool,

but it's simple and checks both the height of the coupler and the height of the 'glad hand'.

The glad hand or trip pin, as Kadee calls it, is that little piece of metal that hangs down below the coupler that looks perhaps like an air hose. If not set to the proper height it can catch on switch frogs, road crossings, bridge rails, crossings, etc., and is a leading cause of derailments. Its purpose is for use with between the rail uncoupling magnets, which we don't use at our club. Some folks say just cut it off, but if you chose to, please do so carefully and use the right tool (a 'hard wire' cutter) so as not to damage the coupler, rip the coupler out of the coupler box and/or damage the tool. I rarely cut them off and prefer that you don't too. When I serve as a yardmaster or work a local, I use a tool (homemade) that manually moves the trip pin to uncouple the cars. In lieu of cutting the trip pin off, I might suggest a pair of Trip Pin Pliers (Kadee part number 237, \$20). I always have a pair with me, and they are specifically designed to bend the trip pin up and out of the way. You can try a pair of needle nose pliers, but I broke a lot of couplers off or pulled them from their mounting boxes when doing so with needle nose pliers. The Trip Pin Pliers are specially designed bending plier with one jaw being round making for easy bending.

If you find that the coupler height itself is not right, that's a bigger issue, but solvable. Why is

the coupler height so important you might ask. If the couplers don't match, close to perfectly, then the train could come uncoupled. On perfect track work, this wouldn't be such a problem but, in the real world and on our layout, track is not perfect. Closely watch the train as it travels over switches and track joints. The cars move up and down and the vertical coupler alignment changes almost continuously. So, we need as much vertical coupler 'face' as possible to make sure the train stays coupled.

If the problem is with a locomotive, bring it in, we'll have to look at it. Nothing that can be diagnosed in this article. If the problem is with a freight car, the easiest way to fix it is with washers on the bolster, between the truck and the body of the car. If the coupler is too low, washers can be inserted to raise the height of the car, which can raise the height of the coupler (body mounted couplers). Thin, non-metallic, washers. Kadee makes 0.015-inch and 0.010-inch fiber washers that can be used/combined to achieve the proper height (Part numbers 208 and 209). Unscrew the truck from the bolster, add washer(s) and screw the truck back on. Then check the height again. The standard truck screw is a 2-56 screw. Always a good idea to have a few extras around.

When screwing trucks into a car, we want to achieve a three-point loading of sorts, Number

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one, the trucks must be free spinning. If they are too tight, the car will not go around curves (okay if you are modeling the SCL in North Carolina; longest section of tangent track in the US). One truck should be tightened so that it spins freely but doesn't allow the car to rock side to side. The other truck should be looser so that the car can rock side to side, slightly.

What, the trucks are not attached to your car with screws but use a press fit pin or just simply snap in...as above, please don't bring this car to the layout. It will look great on a shelf in your house. However, if you absolutely must run this car, it can be changed to screw in bolsters, with 'surgery', new trucks, and not in one night.

But what if my couplers are too high? Obviously, adding washers to raise the car won't work. Then it might be necessary to change the coupler, but first make sure you don't have 36-inch wheels in a car designed for 33-inch wheels. The 'standard' Kadee coupler is Kadee number 5. However, the Kadee 5 has a separate metal centering spring that can be cumbersome. Lately, my preference and the industry has been moving to the Kadee number 148, which is a number 5 with metal centering 'whiskers' already attached (two pair, \$6 or a 25 pack \$60). A Kadee number 148 has what Kadee calls a medium shank. The shank is the distance from the coupler to the mounting hole. A medium shank coupler

measures 9/32-inches from the mounting hole to the coupler head. The number 148 also has a center shank, meaning the coupler head is centered, vertically, on the shank. The 148 will work in most situations. However, if you do have a coupler height that is too high you could switch to an over shank coupler, meaning the shank is connected to the top of the coupler head rather than the center. This allows the actual coupler head to sit lower if the car body is too high. In the alternate, instead of adding washers between the trucks and body to address a coupler that is too low, you can also buy under shank couplers which allow the coupler to sit higher on car bodies that are too low. Kadee makes an entire assortment of over, center and under shank couplers in short, medium, and long shank lengths. Kadee couplers are also slightly overscale, bigger than prototype, for HO. Accordingly, Kadee also makes scale couplers, but I prefer the over-scale couplers for the larger head and bigger vertical face.

Kadee also makes both single and double shelf couplers for those of you who model modern tank cars. Shelf couplers have a 'shelf' above, below, or both the coupler face to prevent the couplers from riding up or down in the vertical direction and pull apart. I have successfully used shelf couplers on my own passenger equipment to keep the trains from pulling apart. The longer

the car, the greater the vertical travel at the coupler face when the car goes over bump and dips in the track. Just like the prototype, the shelf couplers keep the cars together preventing unwanted uncoupling. Be aware however that if you do need to uncouple the cars, it can be very difficult with shelf couplers. But during open house, nobody should be uncoupling cars, anyway...

All Kadee couplers, scale or overscale, will couple with each other and almost every other brand of knuckle coupler, plastic, or metal, in the industry. So, no worries. But plastic couplers can pull apart under normal use. The most common failure is a broken knuckle, usually on the locomotive, when trying to pull a long train. Plastic couplers are also not as reliable as metal couplers when it comes to operation and don't uncouple as easily when doing switching. Before I introduce any new locomotive or car to the layout, my home layout, or the club, I usually replace the couplers if it comes equipped with plastic couplers, especially the two-part plastic couplers that come on Atlas locomotives and cars. Typically, if the item comes with metal couplers, Kadee or otherwise, I will not immediately replace the coupler.

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4. Standards Gauge and final thoughts

I don't think any model railroad toolbox is complete without an NMRA Standards Gauge and I think everyone should have one with them. With the NMRA standards gauge, you can check wheel and track gauge along with switch machine, signal and building clearances and overhead clearance. Yes, even newly purchased equipment can arrive with the wheelsets out of gauge in addition to wheelsets becoming out of gauge over time. The NMRA gauge can also be used to check coupler heights and a myriad of other uses. The Mark V is the current standard gauge. They are available directly from the NMRA for \$12 each (\$10 for members). Whenever there is an issue with a car derailing, it is one of the first tools I reach for, to check both the car, wheelsets and couplers, and the track.

Hope all of this helps. Hoping to provide some fundamental knowledge, tools, and parts selection to help you fine tune your freight cars for trouble free operation. I know I carry a lot of tools with me when I come on Wednesday nights, but I didn't acquire them all at once. They have been assembled over the past 50 years I have been playing with trains. Start small and gradually build your collection and knowledge. If you are not presently building a layout or programming locomotives, and the annual Open House is your chance to run some of those cars

you have been collecting, assemble a few basic tools and parts specific to keeping your car fleet running: a small flat and Phillips head screwdriver, some extra stick on weights, some wheelsets and extra Kadee couplers, a coupler height gauge, an NMRA gauge, some fiber washes, an assortment of 2-56 screws and a trip pin pliers. When you move onto engines, electrical, layout construction, etc., you can assemble the tools needed for that, then. But let's get our cars running well first.

Always happy to help, too. And I know I speak for many of the Wednesday night regulars, too. Bring your cars, your questions and your supplies and we can sit down in the shop and get you headed in the right direction. But make it a Wednesday night, as the morning before an Open House session is not the time to do it.

HO Layout on Prototype

Bill Deeter



Eastbound coal (center) coming through Grafton yard. Manhattan Trailer Jet (right) departing town.

Railroad News

From Mary Deeter, via Sherrod Brown, US Senator website.

Brown Announces First Step on Expanding Amtrak in Ohio

The Federal Railroad Administration Chooses Four Ohio Routes as Priorities for Expansion; Brown Has Long Fought to Expand Amtrak Service in Ohio, Worked to Include Provisions in Infrastructure Bill to Make Expansion Possible

December 5, 2023 <https://www.brown.senate.gov/> Washington, DC

Today, U.S. Senator Sherrod Brown (D-OH) announced that the U.S. Department of Transportation's Federal Railroad Administration has selected four key routes in Ohio as priorities for Amtrak expansion. On the four routes selected, the State of Ohio, Amtrak, and metropolitan planning organizations will now begin corridor development efforts, which include the preparation of a service development plan. As part of the expansion efforts, the Federal Railroad Administration will provide \$500,000 to each announced corridor for planning under the Corridor Identification program.

The investments are made possible by the Bipartisan Infrastructure Law that Brown helped write and pass.

"Today's announcement is a great first step toward expanding Amtrak in Ohio," said Brown. "Good Amtrak service shouldn't be a privilege only for people on the coasts. These

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new routes would expand opportunity, help grow businesses and create jobs, and connect communities in Ohio and across the Midwest. I fought for the investment to make Amtrak expansion in Ohio possible – and I will keep fighting to make sure that Ohio receives these critical infrastructure projects.”

The corridors that will receive the funding for planning include:

- Cleveland-Columbus-Dayton-Cincinnati, the 3C+D corridor
- Cleveland-Toledo-Detroit
- Chicago-Fort Wayne-Columbus-Pittsburgh, the Midwest Connect corridor via Lima, Kenton, Marysville, Columbus, Newark, Coshocton, Newcomerstown, Uhrichsville, and Steubenville in Ohio
- Daily Cardinal Service, increasing service frequency from three days per week to daily on Amtrak’s current service to Cincinnati between New York City, Washington, DC and Chicago, IL via the States of Virginia, West Virginia, Kentucky, Indiana, and Illinois.

In addition to the investment for planning, the Ohio corridors will receive priority in future corridors will identify necessary capital construction projects to initiate or expand passenger rails service in the corridor’s service development plan, and those projects will receive

priority funding in FRA’s Fed-State Partnership – National (FSP-N) Program. \$2.4 billion is available per year for fiscal years 2022 through 2026 for the FSP-N program under the Bipartisan Infrastructure Law, and the Ohio corridors can apply for assistance from additional federal programs.

Two of the selected corridors, 3C+D and Cleveland-Toledo-Detroit, were sponsored by the Ohio Rail Development Commission with the endorsement of Governor DeWine. The Mid-Ohio Regional Planning Commission (MORPC) helped sponsor the Midwest Connect corridor, and Amtrak sponsored the Daily Cardinal Service application.

Brown has long fought to expand transportation options in Ohio. Brown helped write and pass the *Infrastructure Investment and Jobs Act* (IIJA), also known as the “Bipartisan Infrastructure Law,” which secured tens of billions in investments for Ohio’s transit. Brown also fought to include his *Bridge Investment Act* in the IIJA, which secured \$1.385 billion to construct a companion bridge to the Brent Spence Bridge in Cincinnati.

Just What *WOULD* Happen?

I was thinking about a rental car I had a couple of months ago. It had a button that said 'Rear Wiper'. I was afraid to push it.

BNSF sued over grizzly-bear deaths in Montana

Conservation groups want railroad to alter operations to decrease chance of bear strikes
December 15, 2023 <https://www.trains.com/> Waukesha, WI
Missoula, MT – Wildlife conservation groups have sued BNSF Railway, saying the railroad’s trains are violating the Endangered Species Act by hitting and killing grizzly bears.

The lawsuit filed Thursday in U.S. District Court in Missoula by WildEarth Guardians and the Western Watersheds Project says 63 grizzly bears have been killed by BNSF trains in an area of Montana designed by the U.S. Fish and Wildlife Service as a “recovery zone” for the threatened bears. It asks that the court find that the railroad is violating the Endangered Species Act and order it to “cease causing take of grizzly bears” — such as wounding, killing, or capture — as well as other relief the court deems appropriate.

The suit argues that there are actions the railroad could take to lessen the chance a train could strike a grizzly bear, including reducing train speeds around curves, in canyons or other areas with few escape routes for bears; systems with flashing lights or bells that would warn of an approaching train; motion-sensor alarms or electrified mats near trestles to keep bears off bridges; preventing grain spills on the right-of-

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way; and promptly removing livestock carcasses from the railway.

“When a company chooses to operate in the epicenter of key habitat for a threatened species, it must take some responsibility to adapt practices to minimize its impacts on these animals,” Sarah McMillan, wildlife and wildlands program director at the Western Environmental Law Center in Missoula, said in a press release. Said Erik Molvar of the Western Watersheds Project, “The Burlington Northern railway runs right alongside Glacier National Park, some of the most prime grizzly habitat in the world, so the railway should be expected to slow down and take precautions to ensure grizzly bears aren’t put at risk from train operations.”

The suit said BNSF has failed to receive an Incidental Take Permit that would address the deaths, and has failed to complete a Habitat Conservation Plan outlining measures to reduce bear strikes. BNSF said in an email to the *Flathead Beacon* newspaper that the delays in completing the plan reflect the company working with the Fish and Wildlife Service to “respond to and address public comments and incorporate data and information” from Fish and Wildlife and grizzly bear monitoring in the area after BNSF’s application was submitted.

From the *York Mix*

National Railway Museum releases statement on the future of Flying Scotsman

December 15, 2023 <https://yorkmix.com/> York, England
The future of legendary locomotive *Flying Scotsman* is being ‘carefully considered’.

Those are the words of its owner, the National Railway Museum.

And it won’t be returning to the museum on Leeman Road in York after its centenary celebrations come to an end in three weeks’ time.

Riley and Sons in Lancashire are contracted to maintain the engine when it is out on the mainline. But that contract runs out at the end of the year.

The museum told *Rail Advent* that *Flying Scotsman* will be on display at its sister museum Locomotion in Shildon from tomorrow (16 December) and 7 January.

After this date, the locomotive will remain in Shildon – though not on display.

A museum spokesperson said “The National Railway Museum is focused on the delivery of *Flying Scotsman*’s centenary celebrations which will conclude with a visit to Locomotion in Shildon between 16 December and 7 January.

“The current contract to maintain and operate *Flying Scotsman* runs until December 2023.

“After the success of *Flying Scotsman*’s centenary year, and the locomotive’s two popular

visits to the NRM, the future operation of *Flying Scotsman* after this date is being carefully considered.

“Future arrangements will ensure people have the opportunity to see and experience one of the collection’s star objects and will conserve and safeguard the locomotive’s future.

“The National Railway Museum is committed to making *Flying Scotsman* as accessible to all and this includes building on the success it’s had in our museums in the centenary year and operating it up and down the country.”

In September, *Flying Scotsman* was involved in a low-speed shunting collision with another engine at Aviemore Railway Station in Scotland.

Agency awards contract for Reading-Philadelphia passenger study

Service Development Plan is a required element of FRA Corridor ID program

December 19, 2023 <https://www.trains.com/> Waukesha, WI

Reading, PA – The agency working to launch Amtrak service between Reading and Philadelphia has approved the hiring of a consultant to work on the study required as part of that process.

WFMZ-TV reports that the Schuylkill River Passenger Rail Authority voted on Monday to award a contract to infrastructure consulting firm AECOM to begin preparation of the Service

Delmarva Timetable

News of the Delmarva Model Railroad Club

January 2024

Celebrating our 39th year of promoting model railroading

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

Jeff Shockley, Editor

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

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Development Plan for the route. That document is required for routes selected for the Federal Railroad Administration's Corridor Identification and Development program; the \$500,000 grant that came with selection is intended to help fund that plan. The Reading-Philadelphia route was one of 69 selected for the program earlier this month [see "Full list of passenger routes ...," *Trains News Wire*, Dec. 8, 2023].

Authority Executive Director Tom Frawley said the agency has 10 business days to negotiate terms of the contract with AECOM, including the final dollar value.

The Service Development Plan is intended to outline details of starting the passenger service, including the timeline and estimated cost.

From *Trains*

Amtrak chooses contractor for Susquehanna River bridge project

Two other contracts awarded related to replacement of 117-year old Maryland bridge
December 23, 2023 <https://www.trains.com/> Waukesha, WI

Havre de Grace, MD – Amtrak has selected the contractor for construction of a replacement for the Susquehanna River Rail Bridge in Maryland, and awarded two supporting contracts for the projects, the company announced Friday.

The Flatiron/Herzog Joint Venture will be the

Construction Manager at Risk contractor for the two new bridges and related track work, while an AECOM-led team received a project and construction management contract to complete final design and manage bridge construction. Fay Construction will demolish and remove 10 piers that remain from a railroad bridge built in 1866 that was located just east of the existing bridge. That work will begin early in 2024 and take approximately one year.

The current 117-year-old bridge between Havre de Grace and Perryville, Md., the longest movable bridge on the Northeast Corridor, is used by more than 110 Amtrak, MARC commuter rail, and Norfolk Southern freight trains daily. It requires trains to slow to 90 mph, creating capacity constraints. It will be replaced by two two-track fixed bridges, with accompanying modernization of catenary, signal, safety, and security systems.

"With the award of these contracts, we are one step closer to breaking ground on this crucial project that will unlock a significant bottleneck on the Northeast Corridor, reduce trip times, and improve reliability for passenger and freight travel across the northeast," Laura Mason, Amtrak executive vice president, capital delivery, said in a press release.

The bridge received \$2.08 billion in funding as

part of a package of \$16.4 billion for 25 projects on the Northeast Corridor [see "President Biden announces \$16.4 billion in funding ...," *Trains News Wire*, Nov. 6, 2023]. Design work is expected to be completed in 2024 with construction beginning in 2025.

For a Laugh

I Wish.....

I wish I could look at every stressful situation like a dog. If I couldn't chew on it, or play with it, I'll just pee on it and walk away.

Upcoming Events

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

January 6-7, 13-14, 2024. Delmarva Model Railroad Club Annual Open House. 103 E State St., Delmar, DE. Sat: 11a-4p; Sun: Noon-4p, Free parking & admission. 7 layouts in 10 different gauges. Refreshments and White Elephant Table available. For info, call 302-856-9250, or visit:

www.delmarvamodelrailroadclub.com.

NOTE: On Saturday, 1/6 & 1/13, we will be hosting the *Shore Boyz Railroad Club* and their mobile O & G gauge layout. Stop by and visit.

January 6-7 & 13-14 – Patcong Valley Model Railroad Club Annual Open House. 1308 Harding Hwy (US Rt. 40), Richland, NJ. Sat: 10a-3p; Sun: 12p-4p. Free admission. For more information see our Facebook page:

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www.facebook.com/patcongvalleyrr.

January 7, 14, 21, 27, 2024 – Hagerstown Model Railroad Museum at Antietam Station Open House. 17230 Shepherdstown Pike, Sharpstown, MD. Noon-4p. Model railroads will be operating in HO, O, N and S scale. See the trains while learning about the history of the railroad and Antietam Station. Admission is free but donations are welcomed.

January 13-14, 2024 - Greenberg's Train & Toy Show. Greater Philadelphia Expo Center, 100 Station Rd., Oaks, PA. 10a-4p. More info at www.trainshow.com.

February 10, 2024 – Hagerstown Model Railroad Museum Train Show. Washington County Ag. Center, 7303 Sharpsburg Pike, Boonsboro, MD, 9a-1:30p. The railroad museum (17230 Shepherdstown Pike, Sharpstown, MD) will be open from 10a-1:30p. For more info, you can call 301-800-9829 to check on status, or email: hmrrm@myactv.net.

February 24, 2024 - Seaford Volunteer Fire Co. Train & Toy Show. Seaford Vol. Fire Co., 302 E King St., Seaford, DE. 9a-2p. Admission: \$5, kids under 12 FREE with paying adult. 45 vendors, from 5 states, with over 150 tables of merchandise for sale. There will also be 3 large operating train layouts for everyone to view. SVFD auxiliary and members will be selling

refreshments on the 2nd floor. For more info, call 302-629-3112.

February 25, 2024 – WB&A Annapolis Elks Club Train Show. 2 Pythian Dr., Edgewater, MD. 9a-1p. Admission \$5, Active military w/ID, Boy or Girl Scouts in uniform, FREE. For info, call: 410-336-8522 or 410-952-7356.

March 9-10, 2024 – Boy Scout Troop 964B Train Show. Lake Ridge Middle School, 12350 Mohican Dr, Woodbridge, VA. Sat.: 9a-5p; Sun: 9a-4p. Admission: Adult: \$10; Student or Senior (60+): \$5; Kids under 5: FREE. Scouts can also participate in the Railroading Merit Badge Class 11:30a-3:30p each day. \$30 per Scout, includes admission to Train Show and supplies for Merit Badge Class including an HO Scale Freight Car. Scouts will be able to run their Freight Car on an HO display at the show, and then take it home. Lunch, served at our Club Car, can be added at the time of registration for the Scout at the time of registration. Pre-purchased lunch options include chips, drink and a baked good:

- Hotdog Meal
- Mac 'N' Cheese Meal

April, 27, 2024 – The Delaware Train Show. Nur Shrine Center, Route. 13 / 198 South DuPont Highway, New Castle, DE. 9a-2p. Admission is \$5.00, children under the age of 12 are free, \$10.00 Early Buyers (8:00a Admission.) It will feature over 150 tables of trains,

accessories, slot cars and some toys. Delaware Train Show will have a diversity of trains in all Scales and makes. We will have a variety of unique dealers coming from up and down the east coast. The show has grown bigger every year. This show will have a train layout on display by The Strasburg Model RR Club of N.J. Train show is Saturday only.

April 27, 2024 - Hagerstown Model Railroad Museum Train Show. Sharpsburg Pike, Boonsboro, MD, 9a-1:30p. . The railroad museum (17230 Shepherdstown Pike, Sharpstown, MD) will be open from 10a-1:30p. For more info, phone 301-800-9829 or email: hmrrm@myactv.net.

Club Officers:

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

Committee Chairs:

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

Scale Coordinators:

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