

# Delmarva Timetable

News of the Delmarva Model Railroad Club

## April 2024

Celebrating our 39<sup>th</sup> year of promoting model railroading

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

Jeff Shockley, Editor

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

1

### Next Meeting

Our next meeting will be on Wednesday, April 3, 2024, 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.

There will be a Board of Directors meeting before the regular meeting at 6:30p.

### From the President

I hope everyone that showed up to the Annual Meeting had a good time. The program was excellent. A "thank you" to John Huntzinger for finding our guest speaker, Dave Tabler.

I want to welcome our two new board members, John Gladmon and Jeff Shockley.

I want to say "thank you" to John Baldwin and Rowland Ritte for their service as our two outgoing board members. However, Rowland is remaining on the board as our most recent Past President.

### Club Officers for 2024-2025

The following members were elected officers of the club for 2024-2025 at the Annual Dinner:

- Charlie Larrimore, President
- Tim Burlingame, Vice President
- Bill Deeter, Treasurer
- Linda Long, Secretary
- John Gladmon, Director (until 2026)
- Jeff Shockley, Director (until 2026)

- Joe Mueller, Director (until 2025)
- Ivan Smith, Director (until 2025)
- Rowland Ritte, Director-Past President

### Happy April Birthday to:

- Harry Semenko
- Jeff Shockley

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

#### Library News

John Huntzinger

Ever wonder how many books and magazine titles we have in our library? We have more than 870 books (more seem to trickle in) and 78 different model and prototype magazines.

This month the library received several donations that you may find interesting.

They include two "cartoon books" about model railroaders by Dick Hafer. They are "This is NOT the Honeymoon I Anticipated" and "Sometimes You Gotta Compromise". They were left in the break room.

Our Reading Railroad folks might like a Morning Sun book about Reading Company steam engines titled *Reading (Railroad) Steam In-Color*. It's got a roster of Reading Co. steam

engines and photos around the Reading Railroad in Pennsylvania and New Jersey.

Last are two Model Railroader special editions. One is *Modeling Railroads in the 1950s* and the other is *Model Railroading the Ultimate Guide 2020*.

Both have lots of how-to tips and are relevant to all scales. These are located in the library just after the *Model Railroader* magazines.

### Presidential Thank You's

At the Annual Meeting, President Charlie Larrimore presented plaques to Linda Long and Bill Deeter for their continued service to the club.



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2



### 2024 Annual Dinner Meeting

Ivan Smith sent in these pictures of the crowd at the Annual Meeting.



### Layout News

#### Crew Call for DMRRC Club Prototype Operating Session

General plan is to have the sessions on the 2nd Saturday of the month so mark your calendars.

**When:** Saturday April 13, 2024 12:00 pm. Please try and arrive around 11:30am to be ready to roll by 12.

**Where:** Delmarva Model Railroad Club (<https://delmarvamodelrailroadclub.org/h-o-scale-layout/>) 103 East State Street 2<sup>nd</sup> Floor (stairs only), Delmar, DE 19940

#### RSVP to:

[Operations@delmarvamodelrailroadclub.org](mailto:Operations@delmarvamodelrailroadclub.org)

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

The Sessions are open to anyone interested in Prototype Operations. Members of the club do

have seniority on choice of positions. We get around 12 to 15 people per session but can easily accommodate twice that amount.

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

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

We use Car Cards and Waybills and a loose TWC / OCS (Track Warrant Control / Occupancy Control System). The Dispatchers panel has full main line occupancy visibility and the main line is signaled. Track Warrant Control authorizes the dispatcher to verbally instruct the train to proceed, via radio. This is sometimes called the Mother May I Move Method. The dispatcher selects the stations or mileposts between which the train may move.

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

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**3**

PH. Then the West end staging is at Cincinnati, OH (CI) feeds almost directly into CH. We also model the OR Sub from Parkersburg low yard to Huntington WV. The low yard is feed from Wheeling another staging yard.

The time period modeled is early to mid-70's Chessie System with some modelers license to include passenger traffic based on the mid to late 60's.

We also have a few interchange tracks with the NYC @ Athens, OH and PRR out of Zanesville, OH which are both Penn Central in the 70's. No Conrail or Amtrak in this little part of the past yet.

## **March Dispatchers Report**

*By: John A. Nawn*

On Saturday, March 9, 2024, the HO layout had our first full operating session for the 2024 season, and it was a successful opening.

Fourteen operators were present for the session including our Superintendent, Dispatcher, Parkersburg High (PH) yardmaster, Chillicothe (CH) yardmaster and our Parkersburg Low (PL) yardmaster, leaving eight mainline operators, and two operators for the Ohio River subdivision.

After a briefing by the Dispatcher on the new Operations Bulletin that took effect on March 9, the first train rolled out at 12:15 PM. We picked up where we left off after February's session and completed the remainder of the schedule.

We moved 15 trains with 169 cars eastbound on the mainline and 14 trains with 160 cars, westbound. Three mainline train was annulled due to lack of cars needing to be moved (the mines haven't caught up with demand yet), and no crews died on the law. There were also two Extras run under Form 19 orders; second sections of both PH98 and CH97.

153 cars in 22 trains were moved on the Ohio River subdivision.

Switch issues were reported at Hamden and Renick wherein proper switch positions were not being shown on the Dispatcher panel. A full system shutdown was initiated at 1:20 PM with service restored 5 minutes later. Nonetheless, the switch issue was not resolved, and verbal confirmation of switch position was initiated at those junctions for the remainder of the session.

There were no other issues experienced with all equipment and motive power running smoothly and properly.

After the session, the Superintendent reported that the stationary decoders at those junctions had failed and would be replaced before the next session.

Of the 14 operators present, there were three (3) new operators. The new operators were paired with experienced operators for their first few assignments. So, if you have been thinking about trying operations, why not join us for the

next session. We offer training before we throw you into the deep end of the pool.

So, join us on Saturday, April 13 for our next operations session. We will be starting at the top of the schedule again. All are invited. We start at noon, but please feel free to come early to get acquainted with or re-acquainted with the railroad. Any time after 11:00 AM is usually good. Looking forward to seeing everyone there. *And see the Dispatcher for a **FREE** gift at our April session, for all those who operate.*

## **N-Modular Report**

*By Ed Frampton*

For a long time, I have wanted all of the switches on the N-modular layout to be Peco switches. I finally got around to ordering three of them from Amazon. It was not until I took the switches to the club that I realized that the switches I ordered were shorter than the ones currently on the layout. Instead of sending them back (which would require admitting that I had made a mistake), I looked for an alternate use.

The logging display inside the N-scale modules has three Shay engines and two trolley cars. After a piece of equipment has run for 60 to 90 minutes, I like to replace it with a different piece. This meant picking the piece up off the track, setting it to the side, picking up the replacement piece, and trying to get all the

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4

wheels lined up properly on the track to resume operations.

I realized I could use the new switches to create a couple sidings and eliminate the need to do five-finger transfers. I put two switches on the logging track and one switch on the trolley loop. When I want to replace the running Shay engine with a different one, I throw both of the switches. The idle engine goes to work, and the one that was running goes on the siding. I throw the switches back, and the power to the siding goes off, stopping the engine on the siding.

The trolley cars can now be switched without any picking up. All I need to do is remember (and I should put it in writing) the sequence of steps of power on, power off, throw the switch, reverse direction, power on, power off, reverse direction, throw the switch, power on. I like to think that this is a case of "If you get a lemon, make a lemon meringue pie."

## Railroad News

### From John Huntzinger

If you need your model railroading batteries "recharged" you might consider going to a model railroading RPM, also known as a Rail Prototype Model get together.

What can you do at an RPM? You can participate in Ops Sessions and do layout tours at local layouts. Some RPMs have tours of local

industries and local 1 to 1 real railroads. Most notably they offer instructional (how-to) clinics and information about various aspects of real and model railroading.

I recently went to the Valley Forge RPM, held near Valley Forge, PA in Malvern, PA. This RPM officially started on a Thursday evening with Ops Sessions which went through most of Friday. Clinics started Friday after dinner and went until Sunday lunch, after which there were layout tours you could do on your drive home.

This RPM, like many others, offers multiple clinics at the happen at the same time, so plan which ones you really want to see. (They also offered a hands-on clinic about weathering cars using some new items and techniques.)

They also offer attendees the opportunity to display items and talk with attendees about what and how they modeled them. (One also displayed cars with loads and displayed the materials they used.) Unsurprisingly, the displays featured local railroads.

There was also a vendor room selling items both new and from estates.

This RPM was in a hotel, but it wasn't mandatory to stay there, nor was it necessary to eat there. The clinic schedule was such that there was adequate time for the clinic but also time between clinics to chat and get something to eat.

This RPM also has 54 clinics and some of the speakers had their presentations posted to the RPM's website ([ValleyForgeRPM.org](http://ValleyForgeRPM.org)).

Presentations ranged from prototype modeling to ways to go wireless on a layout to 3D printing to how to use an Arduino micro-controller to "weigh" coal cars during an Ops Session. Of course, the one I really wanted to see was scheduled last on Sunday (did not know how prevalent ventilated boxcars back "in the day" (I've seen photos of them on Delmarva picking up strawberries, potatoes, peaches, and watermelons back in the day).

If you're interested in finding out about future RPMs go to:

<https://DesignBuildOp.Hansman.org/RPM-Event-Calendar>.

## From Trains

### Three-train NS incident unfolded in less than a minute, NTSB investigator tells township council

Nine cars, two locomotives derailed in Saturday accident in Pennsylvania

March 7, 2024 <https://www.trains.com/> Waukesha, WI

**Lower Saucon Township, PA** – A National Transportation Safety Board investigator has filled in town officials on additional details of last weekend's incident collision and derailment involving three Norfolk Southern trains, saying a

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5

total of nine railcars derailed in the incident, WFMZ-TV reports.

Ruben Payan, who is leading the NTSB team looking at train operations, signals, and train control, mechanical systems, and human performance, spoke to the township council at a meeting Wednesday night, March 6, about the incident that sent locomotives, diesel fuel, and plastic pellets into the Lehigh River on Saturday [see “Three-train NS accident in Pennsylvania ...,” *Trains News Wire*, March 2, 2024]. The incident happened quickly, he said: an eastbound train stopped at a signal was rear-ended by an intermodal train, derailing three intermodal cars into an adjacent track; less than a minute later, a westbound train hit those cars, sending the locomotives of that train into the river and derailing six cars.

Previous reports had not offered a count on the number of cars involved.

Three of the six derailed cars from the westbound train were empty but contained ethanol and butane residue, he said, but were not breached and did not leak any fluids. Payan said “minimal” diesel fuel entered the river.

Payan, asked about monitoring systems, said the trains were operating with positive train control, but that at a speed under the system threshold, “the system no longer maintains train separations.” Asked about claims on social media

that softening of the roadbed from water runoff was a cause of the incident, Payan said track was not a contributing factor.

## From *Trains*

### CSX CEO unveils Family Lines heritage unit on social media

Locomotive is 11th in railroad's heritage series March 8, 2024 <https://www.trains.com/> Waukesha, WI **Waycross, GA** – CSX Transportation CEO Joe Hinrichs has debuted railroad's latest heritage locomotive, this one honoring the Family Lines System, in a post on his LinkedIn account.

It is the 11th locomotive in the CSX series, and like the others combines the current CSX scheme at the front of the locomotive with the predecessor scheme on the long hood.

“This celebrates a time when Seaboard Coast Line, Clinchfield, and L&N rail lines all came together from 1972-1982, eventually becoming Seaboard System before CSX became a reality,” Hinrichs wrote. “Another great job by our team in Waycross, Ga [where the locomotive was painted]. We enjoy celebrating our past while creating the future together as ONE CSX team! Thanks everyone.”

The Family Lines unit follows February's unveiling of a locomotive honoring the Richmond, Fredericksburg & Potomac. Others have honored the Baltimore & Ohio, Chessie System, Seaboard System, Conrail, Chesapeake

& Ohio, Louisville & Nashville, Atlantic Coast Line, New York Central, and Monon.



The latest CSX heritage locomotive honors the Family Lines System. (Photo by CSX)

## From *Trains*

### East Broad Top starts rebuilding track south of Rockhill Furnace

Dormant since 1956, segment is first step in reopening rugged main line March 14, 2024 <https://www.trains.com/> Waukesha, WI **Rockhill Furnace, PA** – A track crew began restoring East Broad Top Railroad's main line south of here this week, a first step toward reopening the narrow-gauge steam tourist line's 20-mile route to Robertsdale, Pa., a former mountain mining center that produced the semi-bituminous coal that was EBT's revenue-freight lifeblood for more than 80 years.

About three dozen people gathered for informal remarks at the State Route 475 rural grade crossing about a mile south of EBT's headquarters, yard, and shop complex. They

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6

represented a combination of EBT Foundation, Inc., employees and volunteer track-crew members of the Friends of the East Broad Top Railroad, a nonprofit auxiliary group that counts 2,100 members.

“This is a big deal,” said Brad Esposito, EBT general manager. “It’s a big deal for East Broad Top, a big deal for the Friends, and a big deal for the community. This is not happening anywhere else in the U.S., bringing a monster back to life.”

This is the first segment to be restored that has not seen trains of any kind since 1956. The railroad had previously restored the mile of track from the shops to the crossing, but only for speeders and light work trains.

Esposito announced that the Friends group has already reached its 2024 fund-raising goal of \$220,000, of which \$40,000 is earmarked to purchase track supplies, and that the Friends will direct any further amount collected toward additional trackwork. In addition, EBT has won state funding to aid the extension.

In a prepared statement, FEBT President Andy Van Scyoc said, “The partnership between the EBTF and the FEBT continues to strengthen and bear more fruit each year. Our members are unified in ensuring continued progress on rebuilding the EBT mainline.”

The 33-mile railroad, a National Historic Landmark, carried coal, ore, and timber until

shutting down in 1956. The Kovalchick family bought it and revived a 4½-mile segment for steam tourist service from 1960 to 2011, and a non-profit, the Foundation, bought most of the property in 2020 for restoration and historical and educational purposes.

The foundation’s first task was to reopen the tourist portion of the route north of Rockhill Furnace, which it accomplished in 2021. It achieved another milestone by restoring one of its six Baldwin 2-8-2 Mikado steam locomotives in February 2023. The engine made history in October by running to the then south end of operable track at the Odd Fellows Cemetery crossing, the first use of steam power that far on the main line since 1956 [See “EBT No. 16 rolls onto newly reopened track,” *Trains News Wire*, Oct. 10, 2023].

All track work is carried out by a combination of two full-time foundation staff members and by volunteers from the Friends, who show up in varying numbers two or three days each week. The Friends group is led by Gene Tucker [see “‘Friar Tuck’ and the East Broad Top,” *News Wire*, Oct. 13, 2022], a retired Episcopalian minister with experience in track building that he gained working for a nearby railroad while in the military.

For EBT Foundation employee Henry G. Long Jr., one of the two full-time track-crew members,

the extension represents the fulfillment of hopes for him and thousands of other EBT admirers. “It feels good to see something that was hoped for, for so many years,” he said. “Now it’s happening. If it hadn’t been for employees [and Friends] of the last 40 to 50 years, this place wouldn’t be here.”

Long worked in heavy equipment for Metro East Industries, Rail Mechanical Services, and Pennsy Supply before coming on board with the Foundation in 2021. But he’s been around EBT and the adjacent Rockhill Trolley Museum since the mid-1990s. When he told the late EBT general manager Stanley Hall that he wanted to learn railroading skills, Hall directed him to the trolley museum to start picking up the basics.

From there, he learned how to fire an EBT steam engine and served as a brakeman on the passenger train from 2000 to the closing of the first tourist-railroad era in 2011. He’s been the museum’s track supervisor since 2005, and just before hiring on with EBT, he oversaw construction of a 3-foot-gauge park railroad in Dayton, Ohio.

The roadbed has been cleared of brush for about 2 miles to a point south of the village of Pogue, location of a 268-foot-long steel bridge over the Aughwick Creek. Of that distance, Long said, “6,000 to 7,000 feet are graded and ready for track.” Depending on weather and the number

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7

of volunteers who show up at each work session, he said, a crew can lay 200 to 300 feet of track per day.

## From Trains

### Reading & Northern continues to develop Nesquehoning campus

Former fire apparatus factory will feature locomotive shops, new passenger station

March 14, 2024 <https://www.trains.com/> Waukesha, WI

**Port Clinton, PA** – The Reading & Northern Railroad this week updated progress on its development of the former KME Fire Apparatus industrial complex in Nesquehoning Borough, which is being developed for a variety of uses by the railroad, including a new passenger station.

The nine-building, 10-acre facility was acquired by the railroad in 2022, and is near the center of the R&N system [see “Reading & Northern buys Nesquehoning, Pa., factory complex,” *Trains News Wire*, April 21, 2022].

Tracks are under construction to connect to some of the existing buildings, which will be used for serving of the R&N diesel fleet, now at 63 locomotives. Company automobiles and trucks are also serviced at the facility; other buildings house the maintenance-of-way, signals, real estate, and passenger departments.

The railroad plans to introduce the Nesquehoning Regional Railroad Station this

year, operating two of its Iron Horse Rambles with T-1 class 4-8-4 No. 2102 from the facility: June 22 to Tunkhannock and Aug. 17 to Pittston. There will also be an Aug. 18 excursion from Nesquehoning to Pittston with the railroad’s F unit diesels. Plans currently call for a station platform as well as an additional main track to accommodate traffic. Passenger information is available here.

The railroad will also relaunch its Black Diamond Company Store, currently an online-only platform, at the Nesquehoning campus. The store will also have a display at the Jim Thorpe, Pa., station on peak weekends.

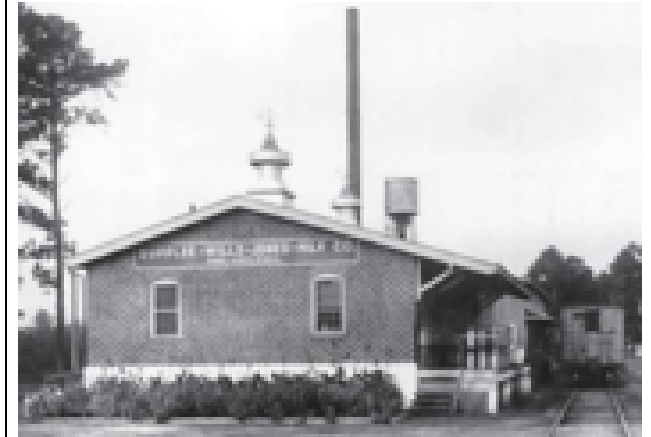
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## From Lewes Junction Railroad & Bridge Association newsletter

Evidence of Nassau Station, one of only four passenger stations between Georgetown and Lewes on the Junction Breakwater Railroad, remains at the corner of Nassau and New Roads in Lewes.

In 1870 a passenger station was constructed, and a small community sprang up, including facilities to support the rail shipment of goods

from the local fruit and canning industries. In the 1920s, freight operations diversified to include dairy transportation from Nassau Station. The Supplee-Wills-Jones-Milk Company built a milk station facility that included a cold storage building along a railroad spur at Nassau Station, giving dairy farmers in the Lewes-Rehoboth area access to new markets.



Supplier-Willis-Jones Milk Supply Cold Storage Building at Nassau Rd., 1928; note the milk cans on the loading dock.  
(Source - DeIDOT Hist Survey)

The cold storage building associated with this milk station remains on the north side of the former railroad right-of-way and the current Lewes-Georgetown rail-trail. The former Nassau station is located an easy 20-minute bike ride from the caboose.

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8

The bakery and distillery that sit next door couldn't possibly have anything to do with the attractiveness of the destination to your correspondent. (Many thanks to the Delaware Department of Transportation for much of the above information. For more information and photos, see the DelDOT kiosk next to the trail at Nassau Station.)



Cold Storage Building as it looks today.  
(Photo courtesy of Andrea Brock)

## From CNBC via Mary Deeter A Trucking and Rail Strategy that Boomed During Pandemic Shocks is Heating up Again

Lori Ann LaRocco

March 25, 2024 [www.cnbc.com](http://www.cnbc.com) Englewood Cliffs, NJ

A logistics strategy called transloading, used by trucking companies during the pandemic to

ease the container backlog, is increasing in popularity again after U.S. West Coast ports have started to receive higher volumes of containers that are being diverted away from the East Coast.

Transloading is the process of moving freight from truck to rail or rail to truck. Logistics companies tell CNBC that U.S. importers are requesting this type of service more frequently as they move more freight on new routes as a result of the Red Sea diversions and the Panama Canal drought restrictions.

"We're seeing a double-digit shift from cargo moving away from the East Coast and to the West Coast," Michael Aldwell, executive vice president of sea logistics for Kuehne + Nagel, told CNBC, citing the issues seen in the Panama Canal and Red Sea, as well as the threat of a potential labor strike at the East Coast and Gulf ports.

The February Transportation Intelligence report from economic forecasting firm FR showed that U.S. imports moved inland via transload in 2023 were between 65-70% percent, compared to 2021 when it was less than 60%.

Chris Sikora, director of port services for CH Robinson, said the logistics company has increased its transloading staging at the ports around the country as retailers and suppliers are favoring the smaller loads of moving products.

"The liability of not enough space or too much

space has created this," Sikora said. "We are moving items that can range from kayaks to apparel."

Retailers can save \$500-\$1,000 in transportation and soft labor costs related to imports through transloading, according to Sikora, who added that the acceleration of e-commerce and smaller business customers importing in the range of 3,000 containers annually look to solutions like transloading.

Logistics executives say the increased use of transloading comes as U.S. importers are dispersing their freight to international multiple ports in an effort to be nimble. Instead of sending containers into one port where the contents are then divided and dispersed, the freight is divided overseas and placed in multiple containers sailing to different ports, closer to respective distribution centers. The smaller freight loads save importers both time and money, logistics experts said.

The current global supply chain issues should fuel more transloading growth.

"Take the opportunity while there's no congestion to move some of your cargo so you establish a transload supply chain via the West Coast, that way you're not trying to set it up in the middle of a crisis," said Aldwell.

Tim Robertson, CEO of DHL Global Forwarding Americas, said transloading has

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9

become a viable offering to build flexibility into supply chain. The company now has multiple transloading operations on both coasts.

The shift in the volume of freight being moved from the East Coast to the West Coast was first highlighted in February in the ITS Port Rail Ramp Freight Index.

Paul Brashier, vice president of drayage and intermodal at ITS Logistics, told CNBC it has seen a significant increase in demand, and the company is bringing on capacity that was mothballed post-Covid to service it.

“We’re being asked to onboard even more of that capacity to service our clients for the third and fourth quarter surge when it does come,” Brashier said. “We’re talking about a 75-80% increase in transloading demand.”

Sikora said the concept of shippers bringing containers into multiple ports closer to their end customers and transloading can be seen in the Department of Transportation’s Import data.

“It takes a third less time, less transportation moves, and offers clients the ability to be nimble,” Sikora said. “Shipper demand has jumped noticeably with their use of various distribution centers.”

The rash of global supply chain issues are adding to calls for an early peak shipping season push by importers and increased use of transloading.

Bryan Kempisty, CEO of PortX Logistics, told CNBC it usually has an 18-day lead time to monitor for supply chain slowdowns and disruptions, and give customers advanced notice to make decisions on containers needing to be diverted to another port, or freight transloaded.

He said the disruptions from the Suez Canal and Panama Canal have contributed to an almost 20% increase into the West Coast ports. “If you were used to a 30-day transit time and now it’s a 60-day transit time, peak season could conceivably move up a month to June, just because of the disruptions in the marketplace. This will also influence transloading decisions,” said Kempisty.

Matt Schrap, CEO of Harbor Trucking, which represents truck companies that service the West Coast ports, says typically 30% of the containers coming in are bound for the railroad and 70% are moved by truck.

“Almost half of that is going to be transloaded,” said Schrap. “For our ports, transloading containers is always going to happen and we have the capacity to do more.”

Transloading can increase the profits of trucking companies who offer the service because it reduces costs associated with container usage and fuel, as well as increases the efficiency of resources.

Bruce Chan, director of global logistics &

future mobility for Stifel, said the logistics industry is at a major crossroads because of the structural shift in how retailers and importers are thinking about their supply chains.

“From a supply chain standpoint, efficiency standpoint, and ESG standpoint, West Coast transit makes sense,” Chan said. “Logistics companies need to be nimble in managing the complexity of the changing supply chain so they can be stickier with the big shippers with various offerings and investments.”

He added that given the increase in the number of transportation nodes in the logistics system, bringing freight into as many as five different ports should be a positive for transport companies including J.B. Hunt, ITS, and CH Robinson.

Susquehanna International Group analyst Bascome Majors cited J.B. Hunt, as well as two other large intermodal providers, Hub Group and Schneider, as the companies “that would benefit more than anyone in publicly traded transports from an incremental East-to-West Coast port shift from labor disruption and an uptick in transloading off the West Coast.”

In addition to the intermodals like Schneider and JB Hunt, Union Pacific railroad should benefit from the freight shift, according to Jason Seidl, Cowen Group air freight and surface transportation analyst.

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**10**

“This is an opportunity for Union Pacific to deliver and grow market share based on delivering a product that is reliable, easy to use, and most of all consistent in transport,” said Seidl. “The biggest hurdle for intermodal is improving the consistency of their business. Truckload rates are still in the doldrums so service is key.”

Chan said intermodal investments made by Schneider and Knight-Swift can make them more attractive for long-term investors as compared to the more cyclical over-the-road truckload space, which disproportionately attracts hedge funds looking for short-term trading opportunities.

“On the intermodal shift, we are seeing drayage providers like Universal Logistics Holdings have a pretty sizeable West Coast drayage presence and can benefit from positive tailwinds,” Chan said. “And for trucking overall a recovery in cross-country moves because they necessarily cost more.”

The West Coast container volume rebound will also have a ceiling. “We probably don’t get to the historical 10-year levels of West Coast market share versus East Coast share,” Chan said. “But I think we normalize closer to a 50/50. Over the short-term, I see a lot of diversion over to the West Coast as a result of the International Longshoremen’s Association strike threat, and the Red Sea and Panama Canal diversions.”

But the freight industry is near the floor of contract rates after an industry recession, so while Chan said 10%, 20%, or 30% move at these levels are significant, rates have dropped considerably more in recent years, an important factor for investors to keep in mind.

“I do think we’ll see a recovery, but I think it will be muted,” Chan said. “We are still in an overcapacity market. There needs to be a correction in trucking capacity.”

## **Mexico’s growing cross-border trade profile**

The transloading opportunity is also increasing in Mexico.

“We are seeing more and more interest in cross border,” Seidl said. He cited a decision by the Surface Transportation Board to approve the Canadian Pacific-Kansas City Southern merger last year, which has created more and better options for shippers. “You also have Genesee & Wyoming’s rail-ferry service going strong between the ports of Mobile, Alabama, and Coatzacoalcos, Veracruz, across the Gulf of Mexico.”

D’Andre Larry, head of intermodal for Uber Freight, a subsidiary of Uber Technologies, told CNBC customers are asking about the growing market of cross-border traffic.

“We have a large, thriving cross-border Mexico business unit that does a lot of traffic into and out

of Mexico,” said Larry. “We do transloading at the border. We do intermodal out of Mexico; we do truck out of Mexico. Customers look to intermodal for ways to capture both the dollar and carbon savings.”

## **From Trains**

### **Baltimore Bridge Tragedy to Affect Rail Traffic with Port Access Blocked**

*Bill Stephens*

March 26, 2024 <https://www.trains.com/> Waukesha, WI  
**Baltimore, MD** – The tragic collapse of the Francis Scott Key Bridge today (March 26) after a ship strike has cut off the Port of Baltimore’s busiest terminals from Chesapeake Bay and the Atlantic Ocean beyond.

At least six people remain unaccounted for after the container ship *Dali* struck the bridge about 1:28 a.m. today, CNN reports. With rescue and recovery operations still under way, it’s unclear how long the debris from the bridge will block the Patapsco River. But for now, ships can’t reach or leave the port’s container terminals, roll on-roll off auto and construction machinery terminals, and coal terminals.

CSX and Norfolk Southern serve the port, along with the short line Canton Railroad. The port had a record 2023 and is the largest automobile import facility on the East Coast. Last year it handled 750,000 vehicles, many of which moved inland by rail.

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**11**

Port of Baltimore terminals that are blocked include:

- CSX's Curtis Bay Coal Piers, which handles export coal produced at mines primarily in West Virginia and Pennsylvania.
- The Seagirt container terminal and adjacent Intermodal Container Transfer Facility
- The Dundalk Marine Terminal, the port's largest general cargo facility, which handles containers, automobiles, farm and construction equipment, as well as wood pulp and steel.
- The Fairfield automobile terminal.

Port officials, in an update on X, formerly called Twitter, said vessel traffic in and out of the port is suspended until further notice. The port is still handling cargo that's currently inside of its terminals.

"This is a major disaster and will create significant problems on the U.S. East Coast for U.S. importers and exporters," says Lars Jensen, a maritime trade expert.

"The bridge collapse will mean that for the time being it will not be possible to get to the container terminals — or a range of the other port terminals — in Baltimore," he says. "In 2023 the terminals handled 1.1 million TEU. This is some 21,000 TEU per week which now has to be

routed through other ports in the region."

TEU, or twenty-foot equivalent units, is the common measure of international containers. Baltimore's container volume is dwarfed by the Ports of New York and New Jersey, as well as the Port of Virginia. In the fourth quarter, for example, Baltimore handled 265,000 TEU compared to 2 million at New York/New Jersey and 850,000 at Norfolk, Va.

"Should the Baltimore cargo be spread solely on the two nearest major container ports, NY/NJ and Norfolk, this would result in a throughput increase for those ports of just under 10%," Jensen says. "The perhaps more critical question is to which degree truck and rail infrastructure can rapidly absorb such a 10% increase."

CSX told customers to expect delays in the wake of the bridge collapse. "While freight traffic has not been entirely halted in the region, certain commodities have been affected by the incident. CSX is actively communicating with customers to provide updates on their shipment statuses as the situation evolves," the railroad said in a statement.

CSX said it has the capacity to dispatch additional trains to CSX-served coal terminals in Baltimore. "Contingency plans are being implemented and CSX is in contact with existing coal customers through these terminals," the railroad said. "The company currently intends to

keep its Curtis Bay Coal Pier facility operational but will continue to assess the circumstances to determine appropriate actions moving forward."

All international intermodal shipments destined for Baltimore have been suspended, CSX said: "The CSX team is working with international customers to identify alternative solutions to support cargo movement to and from Baltimore. It's important to note that domestic intermodal traffic on CSX destined for local Baltimore remains unaffected."

CSX CEO Joe Hinrichs expressed support for the community. "Our hearts go out to the individuals and families impacted by the tragic events surrounding the Francis Scott Key Bridge collapse," he said in a statement. "The State of Maryland and the City of Baltimore have been central to our operations for nearly two centuries, and we remain deeply connected to this dynamic region. We stand in solidarity with the community during this difficult time."

Paul Barnes, CEO of Canton Railroad parent Canton Development, says the closure of port facilities will have a major impact on rail traffic.

"First and foremost, my thoughts and prayers are with those lives lost in this tragic incident and with their families," Barnes says. "The entire Port of Baltimore is closed for who knows how long. This will adversely impact the Canton Railroad specifically and Baltimore rail

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12

operations generally at least until the port re-opens.

“We will continue to interchange with CSXT and NS as we still have domestic rail customers, including through our beautiful Boston Street transload facility,” he adds. “This will greatly impact our traffic with international warehouse partners Rukert Terminals, Terminal Corp. and B&E Storage, all significant customers, just when opportunities were starting to grow.

Norfolk Southern said it was working with customers affected by the port outage.

“We are working directly with affected international customers, port partners, and state officials to help maintain the integrity of the global supply chain. Ports on the East Coast are resilient and have the capacity to serve the flow of freight,” the railroad said in a statement. “Our network touches every major port on the eastern seaboard, and we have proactively reached out to help our customers and provide alternate routing solutions. Significant supply chain events demand a rapid response approach, frequent communication, and innovative solutions, and Norfolk Southern is doing all three of these things to help our customers and partners navigate through this challenge.”

**From CNBC via Mary Deeter**

## **Baltimore port crisis: World’s largest container ship company, MSC, dumps diverted cargo problem on U.S. companies**

*Lori Ann LaRocco*

March 28, 2024 [www.cnbc.com](http://www.cnbc.com) Englewood Cliffs, NJ

MSC, the largest ocean carrier in the world, has joined the list of ocean carriers terminating the delivery of diverted containers outside of the port for shipping clients as a result of the container ship accident near the Port of Baltimore that led to the tragic bridge collapse. With the Baltimore port indefinitely closed, the decision places the onus of cargo pick up at a diverted port and transport to its final destination on the shipper.

In an email to customers obtained by CNBC on Thursday, MSC explained that for customer containers already on the water bound for the Port of Baltimore, cargo will be rerouted and discharged at an alternate port where it will be made available for pick-up.

“For these shipments, the contract of carriage will be declared terminated at this alternate port and storage, D&Ds and on-carriage costs to the initially intended destination will be for the sole cargo’s account,” the MSC advisory said.

MSC added that “passage to and from Baltimore is at this time impossible and will not be reestablished for several weeks if not months.”

CMA CGM, COSCO, and Evergreen were the

first carriers to announce similar moves and in some cases formally declare “force majeure,” a legal term which refers to the right to waive contract duties when events beyond a party’s control occur.

MSC said in its customer communication that it “apologizes for the disruption caused by this contingency plan which is required in response to events beyond our control, but which is taken in compliance with the terms of the contract of carriage.”

MSC did not immediately respond to CNBC’s request for comment.

Maersk is the only major carrier to say it will provide transport from diverted ports for customers.

Maersk was the charter of the Dali, 10,000-container capacity containership that lost control and crashed into the Francis Scott Key Bridge in the early hours of Tuesday.

After the pandemic boom which led to historic profits, ocean carriers have been through a period of financial and operational challenges, with vessel overcapacity, declining earnings, and the Red Sea Houthi attacks and Panama Canal drought leading to costly diversions from major global trade routes.

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**13**

## **From the Institute for Energy Research via David Legates**

### **California Proposes to Ban Diesel Trains and Has Asked EPA for a Waiver**

*Institute of Energy Research*

March 29, 2024 [www.instituteforenergyresearch.org/](http://www.instituteforenergyresearch.org/) Washington DC

Biden's Environmental Protection Agency (EPA) has requested comments on a waiver sought by the California Air Resources Board to implement new proposed state regulations on freight rail trains that are stricter than the current national Clean Air Act standards. Under California's proposed rule, starting in 2030, no train older than 23 years may operate in the state, despite locomotives usually lasting 40 years. The proposal also calls for increased use of zero-emissions technology to transport freight from ports and throughout railyards. Starting in 2030, half of all new trains must be "zero-emission," and by 2035, *all* new trains must be zero-emission. The rule would essentially guarantee all train fleets would be zero-emission no later than 2058. The proposal will also ban locomotives in the state from idling longer than 30 minutes if they are equipped with an automatic shutoff. If the waiver is approved by EPA, it will not only affect rail travel in California, but nationwide as well as the same locomotive is used across state borders. Comments are to be filed by April 22, 2024.

Because transitioning from diesel-powered trains to electric trains is prohibitively expensive, California will require all train companies in the state to set aside almost a billion dollars each starting in 2026 to fund an eventual transition to a battery-powered fleet. Locomotive operators would be required to deposit funds into a trust account based on their emissions in California, which can be used to invest in newer mandated locomotives or infrastructure. Train companies cannot fund the transition now because the technology for a completely battery-powered train does not exist. Freight trains are huge and heavy and must operate in the extreme cold and climb steep heights through mountains. Cold weather and steep inclines have proven to reduce the range of truck electric vehicles by half. It would be far worse for freight trains, which carry much heavier loads.

The damage from California's freight rail regulation would be devastating. Since trains do not switch when crossing state borders, train fleets would be forced to update their entire fleet to make sure they complied with the ban on engines older than 23 years. Also, since almost all freight train companies operate in California, they would all be forced to start contributing almost a billion dollars a year to the mandatory transition fund. Since 40 percent of all long-haul freight traffic is delivered by train, it would mean

price increases for almost all consumers. Finally, since an operative commercially available prototype does not exist, every train company would face regulatory uncertainty as the 2030 and 2035 fleet mandates kick in.

The waiver and the proposal is unnecessary as the national Clean Air Act standard for trains ensures that diesel freight is not contributing to bad air quality or other health concerns. U.S. rail can move a ton of freight nearly 500 miles on a single gallon of fuel, which is much cleaner than if the merchandise was moved by truck. Freight railways transport roughly 1.6 billion tons of goods nationwide across nearly 140,000 miles.

California is setting unrealistic targets and unachievable timelines that will undoubtedly lead to higher prices for the goods and services and fewer options for consumers. California is the nation's largest agriculture producer, which means that increased costs for freight will drive food inflation, as well as goods coming from China that are imported into California ports.

Further, its push for a zero-emission transportation sector is useless since China is currently adding two new coal plants every week and is the world's largest emitter of greenhouse gases. Rail accounts for only about 2 percent of the greenhouse gas emissions from the U.S. transportation sector. If President Biden is looking for an opportunity to lower prices for

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14

consumers, he should start by rejecting California's freight rail waiver.

## Conclusion

California started the EV car mandate that grew to 17 states and nationwide regulations when the Obama Administration granted California a waiver to set its own fuel economy standards. EPA also recently approved California rules requiring zero-emission trucks to make up between 40 percent and 75 percent of sales by 2035, depending on the type. California is now set to use the same ploy for rail, with a waiver application into the Biden administration that will let California set its own emission standards for locomotives that are designed to force electric locomotives to replace diesel. Because a locomotive is not switched across state lines, the locomotive mandate will be forced upon the rail industry nationwide, which will increase prices on consumers as 40 percent of U.S. freight is moved by rail. The California rail mandate clearly interferes with the interstate commerce clause in the Constitution that guarantees the free flow of commerce.

California's rule will be expensive for rail companies and increased costs for them will mean higher prices for many goods that move by rail for Americans, who are looking for lower costs having been hit by Bidenomics and its

inflationary effects for over three years

## For a Laugh

### From the Mouths of Babes

A little boy (GS) ran up to his grandfather (GF) and had the following conversation.

GS: 'Hey, grandpa. Guess what we learned in school today!'

GF: "What did you learn today?"

GS: "Our hearts are inside our chests."

GF: "That's right. Where did you think it was?"

GS: "Well, every time I come to visit grandma always pats my bottom and says, 'Bless your little heart.' I thought it was in my behind."

### I Don't Like Tuna

On his first day of retirement, after 40 years, his wife brings him a sandwich and a glass of water for lunch.

"What's this?" he asks.

"Tuna fish," his wife replies.'

"I HATE tuna fish!!" he yells.

"Oh, did I say tuna, I meant chicken of the sea."

He replies, "Okay, that's better. I like chicken."

### A Fishing Story

Four married guys go fishing. After an hour, the following conversation took place: First guy: "You have no idea what I had to do to be able to come out fishing this weekend. I had to promise my wife that I will paint every room in the house next weekend."

Second guy: "That's nothing, I had to promise my wife that I will build her a new deck for the pool."

Third guy: "Man, you both have it easy! I had to promise my wife that I will remodel the kitchen for her."

They continue to fish when they realized that the fourth guy has not said a word. So, they asked him. "You haven't said anything about what you had to do to be able to come fishing this weekend. What's the deal?"

Fourth guy: "I just set my alarm for 5:30 am. When it went off, I shut off my alarm, gave the wife a nudge and said, 'Fishing or making love?' and she said, 'Wear sun-block.'"

### The Married Couple and the Genie

A married couple (42-year-old man and his 40-year-old wife) were walking along a beach when they came across a deep blue colored glass bottle.

The wife thinking she'd take it as a souvenir, picked it up and pulled out the seaweed that was plugging up the hole.

Suddenly, a genie appeared before them.

In appreciation of them freeing him from the bottle, he offered them each one wish.

The woman said, "You know, we've never had the money for a nice engagement ring. I'd like a 4-carat diamond ring."

:: POOF ::

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15

The diamond ring appeared in her hand.  
In amazement the man said, "I'd like a wife that is 20 years younger than me."

:: POOF ::

He was now 60 years old.

### Upcoming Events

([www.railserv.com](http://www.railserv.com) & *Mid Atlantic Train Show List*)

**Ongoing 2024 – Tour the Red Caboose.** PRR 477123, built in 1917, at the Lewes Junction Railroad & Bridge Association. 1<sup>st</sup> & 3<sup>rd</sup> Sundays. Hours 10a-2p, weather permitting. The caboose is located between the Lewes Public Library and the Lewes History Museum, 111 Adams Ave., Lewes DE. For details, please visit: [www.lewesjunctionrr.org](http://www.lewesjunctionrr.org).

**April 6, 2024 – Kutztown Renninger's Flash Model Train Meet.** 740 Noble Street Kutztown, PA 19530 Hours 8a-2p. For tables, please visit <https://renningers.net/events/flash-train-meet-4/>

**April 6, 2024 – Blue Ridge Summit South Mountain Division and Mainline Hobby Supply 10th annual Mini Convention.** Blue Ridge Summit Fire Hall, 13063 Monterey Lane, Blue Ridge Summit, PA. For details, please visit <http://www.smdnmra.org/>, send email to Don Florwick at [DJFlorwick@comcast.net](mailto:DJFlorwick@comcast.net) or call (717) 414-0660.

**April 6, 2024 - Monaca Spring Train Show and Sale.** Beaver County Model Railroad and Historical Society. Monaca Turners, 1700 Old

Brodhead Rd., Monaca, PA. Hours 10a-3p. For details, please visit

<http://www.bcmrr.railfan.net/sale.html/>.

**April 12-13, 2024 – East Coast Large Scale Train Show.** Bay 50 Shopping Center, 1564 Whitehall Rd, Annapolis, MD. 9a-5p Friday and Saturday. Admission: \$10-one day, \$15-two day. The East Coast Large Scale Train Show is one of the premier model railroading conventions in the eastern United States. The first East Coast Large Scale Train Show was held in 1997 in Atlantic City, NJ. The convention was developed to reach the untapped Large Scale model railroad hobbyist market east of the Mississippi. (Large scale trains are 1/29th scale trains. These trains are about twice the size of O gauge trains or another description that seems to work is "about the size of the old standard gauge electric trains.) Over time, the show grew in popularity, attracting hobbyists from England, Ireland, Australia, and Canada, as well as many hobbyists from west of the Mississippi. After initially starting in Atlantic City, NJ, the ECLSTS moved to Somerset, NJ, then to York, PA in 2001, then to Timonium, MD in 2020, and finally to Annapolis, MD in 2021.

**April 13, 2024 The Mebane Train Display.** 209 West Jackson Street, Mebane, NC. All openings are free to the public with the exception of the March Train Show. Hours for the Train

Show are from 9:00 AM - 2:00 PM and an admission of \$5.00 is charged at the entrance to the gymnasium where the show is held. The gymnasium is located next to the Display building. For more information visit: <https://thebanetraindisplay.com/>

**April 14, 2024 - The Great Batavia Train Sale.** Richard C. Call Arena., Genesee Community College, 1 College Rd., Batavia, NY. Exit 48 on the NYS Thruway, Hours 9:30a-3:30p. For details, please visit [www.gsme.org](http://www.gsme.org). For tables, please send email to [bataviashow@gmail.com](mailto:bataviashow@gmail.com).

**April 20-21, 2024 – 9th N-Scale Gathering by the Atlantic County 4H Club and New Jersey Southern N-TRAK.** Atlantic County 4H Grounds. 3210 Philadelphia Ave, Egg Harbor City, NJ. Multiple model train clubs along with modular N & T Trak Displays. For details, please visit [www.therailwire.net](http://www.therailwire.net). For layout participation, please contact Eric Seidelmann, [njsntrak@gmail.com](mailto:njsntrak@gmail.com) or 609-234-6843. For vendor questions please contact John Kern, [kernc101@comcast.net](mailto:kernc101@comcast.net). You can download the show flyer from

<https://trainville.com/shows.html#>

**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,

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16

\$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.** 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, phone 301-800-9829 or email: hmrrm@myactv.net.

**April 27-28, 2024 – Timonium Great Scale Model Train and Railroad Collectors Show.** Maryland State Fairgrounds, 2200 York Rd., Timonium, MD. Hours 9a-4p on Sat and 10a-4p on Sunday. For details, please visit <https://www.gsmts.com/index.htm>.

**May 4, 2024 – Delaware Seaside Train Show Spring Fling.** Hope Center-Ocean View, DE. 97 Central Ave., (Intersection of DE Rt. 26 (Atlantic Ave.) & Central Ave.), Ocean View. DE. 9a-2p. Admission: \$6, kids 10 & under, FREE. Operating layouts. Refreshments. Door prizes. 50/50 raffle. For more information, visit our website: [www.delawareseasiderailroadclub.com](http://www.delawareseasiderailroadclub.com).

**May 11, 2024 – National Train Day at the Caboose.** 111 Adams Ave., Lewes, DE. 9a-3p. Free admission. The Lewes Junction Railroad and the Lewes Public Library are joining forces to celebrate National Train Day. The LJRBA will have activities at their PRR Caboose outside (weather permitting). The LPL will have speakers and activities inside.

**May 11, 2024 – The Mebane Train Display.** 209 West Jackson Street, Mebane, NC. All openings are free to the public with the exception of the March Train Show. Hours for the Train Show are from 9:00 AM - 2:00 PM and an admission of \$5.00 is charged at the entrance to the gymnasium where the show is held. The gymnasium is located next to the Display building. For more information visit: <https://themebanetraindisplay.com/>

**May 19, 2024 – The Brick Train & Show.** Brick Elks Lodge #2151, 2491 Hooper Ave., Brick, NJ. 9a-2p. Admission: \$7, kids under 10 FREE. We have assembled some of the finest dealers in the hobby today. If you are interested in toy trains, pre-war, post-war or new production, this is the show for you. All gauges and manufacturers represented. Featuring the area's premier model train and toy dealers. Operating layouts, door prizes, fine refreshments served from opening to close. Test track to operate that new purchase. Train repairs.

**June 8, 2024 – The Mebane Train Display.** 209 West Jackson Street, Mebane, NC. All openings are free to the public with the exception of the March Train Show. Hours for the Train Show are from 9:00 AM - 2:00 PM and an admission of \$5.00 is charged at the entrance to the gymnasium where the show is held. The gymnasium is located next to the Display building. For more information visit:

<https://themebanetraindisplay.com/>

**June 18-23, 2024 – The 30th National N Scale Convention hosted by the N Scale Enthusiast.** This year's convention will be held at the Wind Creek Casino Resort, 77 Wind Creek Bethlehem, PA. For more information, visit:

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

### Club Officers:

Charlie Larrimore, President	John Gladmon, Director (2026)
Tim Burlingame, Vice President	Joe Mueller, Director (2025)
Linda Long, Secretary	Ivan Smith, Director (2025)
Bill Deeter, Treasurer	Jeff Shockley, Director (2026)
Rowland Ritte, 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
Robert Scott, S Gauge	

