

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

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

Jeff Shockley, Editor

Celebrating our 39th year of promoting model railroading

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

1

Next Meeting

Our next meeting will be on Wednesday, May 1, 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.

Happy May Birthday to:

- Bill Craigmile
- Bill Hugues
- Franny Kostick
- Steve Long

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

From Lionel Trains Facebook page

If any "O gauger" is interested:



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 *May 11, 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, 2nd Floor (stairs only), Delmar, DE 19940

RSVP to: Operations@delmarvamodelrailroadclub.org

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

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

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

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

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

We model primarily one sub-division of the B&O (Parkersburg Sub of the Ohio Newark Division) mainline from Parkersburg, WV (PH) to Chillicothe, OH (CH). Parkersburg is fed from the east by a staging yard, Grafton, WV (GR) on the PH Sub of the Monongah Division. There is a small amount of this Parkersburg Sub on the Monongah Division Modeled between GR & PH. Then the West end staging is at Cincinnati, OH (CI) feeds almost directly into CH. We also model the OR Sub from Parkersburg low yard to Huntington WV. The low yard is feed from Wheeling another staging yard.

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

We also have a few interchange tracks with the NYC @ Athens, OH and PRR out of Zanesville, OH which are both Penn Central in the 70's. No

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

Celebrating our 39th year of promoting model railroading

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

Jeff Shockley, Editor

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

2

Conrail or Amtrak in this little part of the past yet.

Layout News

Good Things Come in Small Packages

Ed Frampton

N-Scale/Z-Scale Coordinator

I wanted to know why the model railroad with a scale of 1:450 was called “T-scale,” so I did some research.

I knew why the 1:160 scale is called “N.” It stands for “neun” (pronounced “noyn”), the German word for nine. It is so-named because the gauge, the width of the tracks, is 9 mm.

When an even smaller scale, 1:220, came along, it was named “Z.” It was named after the last letter of the alphabet because it was thought there would be nothing smaller.

When the 1:450 scale was introduced, there were several reasons for calling it “T.” The gauge is 3 (Three) mm, less than half of the 6.5 mm gauge of Z-scale. Also, it is approximately one-Third the size of N-scale.

One other tidbit I learned in doing my research is that not all of the cars have magnetic wheels. The powered locomotives have magnetic wheels, but the other cars do not.

To give you an idea of just how tiny the T-scale is, the accompanying picture shows a

passenger train locomotive and behind it is a AAA battery.



A T-scale layout would be an interesting addition to the club, but there is one drawback: it would require changing the Open House brochures.

Delmarva Model Railroad Club, Just What is Your Mission?

Bill Deeter

First, I want to say although this article is geared toward the HO layout and prototype operations in general I do hope all members will read it.

I think it could be very advantageous for all the layout groups to, at the very least develop a Mission Statement and then maybe even work on a theory statement about what happens at the layout level that supports the Mission Statement.

What is presented here is an early draft for the HO layout. I am sure it needs plenty of refinement yet.

The closest thing I have been able to find as a Mission Statement for our club is from our club by-laws. “*This organization shall be devoted to promoting fellowship between model railroaders and the educating of railroading in general.*”

Therefore, to try to explain how that happens throughout the year the HO layout needs some sort of a mission statement to at the very least explain:

- Why should someone join the HO group?
- What could/would they do?
- Therefore, here is an attempt at a mission statement for the HO group.

Mission Statement:

The Mission of the HO group is to create a working model of a *railroad system* that accurately simulates the prototype while making an impressive display for annual public Open Houses.

Why are we here:

- To learn about prototype railroading and share modeling knowledge (*educating*).
- To experience the many facets of the model railroading hobby.

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

Celebrating our 39th year of promoting model railroading

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

Jeff Shockley, Editor

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

3

- To have fun sharing comradery (*fellowship*) and experiencing somewhat what it meant to be a railroader.

Theory:

To create a model railroad system that simulates as close as possible a prototype (real) railroad. Both in physical appearance and the ability to simulate moving cargo as the prototype did. The more it looks and works like a real railroad, the better it is for realistic operations. In summary, transform a model railroad into a simulation of a real rail transportation system. We use the Chessie System railroad as a starting place to model.

What we do:

We simulate the Chessie Systems main line between staging yards of Cincinnati and Grafton.

This encompasses two divisions of the Chessie System the Monongah & Ohio Newark divisions. Cincinnati (Ohio Newark Div.) and Grafton (Monongah Div.) are called staging yards because they are off stage on either end of the layout. This is where the actors (the trains) come on stage (the layout). Each of these staging yards feed functioning yards on the layout, Chillicothe, OH & Parkersburg, WV. Therefore, what we do by using real railroad Rule Books and Time Tables is to try to create the feel of a real and functioning rail system.

Two other major staging yards that support the Chessie Systems Ohio River sub and a couple other staging yards on the layout and some interchanges with other railroads (NYC & PRR) all designed to add interest. These are explained in much more detail in our operations paper work and rulebook.

Why do ops:

Although not for everyone, it adds increased value by turning a static display into an interactive game board so to speak. Some modelers really enjoy seeing a layout come to life in a prototype manner.

What is OPS:

OPS or prototype operations means taking an existing model railroad and moving the trains and railcars as close as possible to what the real railroads did.

So why do it? Well in some ways that is a bit complicated and yet pretty simple at the same time. It is like asking why you play Farmville, Forge of Empires, Monopoly or any other game with an objective that takes some mental involvement to follow the rules of the game. I would think that you find the games challenging and entertaining. And, yes there are game rules for OPS as well. These rules are generally based on a real railroads rulebook but much simplified for the model.

Participating in Ops Sessions is in no way a requirement of being a member of the club or the HO group. However, it can be a very enjoyable part of the model railroad experience.

What is needed to make OPS work:

Operations require clear and easy access to the track along with good operator visibility of the trains. This means that tracks need to be within reaching distance from an aisle, usually 30" or less. Pop-up access does not work well for operations; walk-in or walk-around layout designs tend to work best, (well we did not really meet all of these). Walk-around control also works best for operations.

Place the layout controls on the fascia near the portion of the layout they control. Avoid placing the throttles at a fixed location, even if it is "in the middle of everything". Radio and Wi-Fi throttles are now available for operators who hate trying to find (and figure out) a plug-in point.

Model railroad operations require the entire layout and equipment to be more reliable than what is required too just run trains.

Layout appearance needs to clearly show where you are in the world and appear as realistic as possible. There are many places to find information on how to go about this but today I am going to talk about this subject as it relates to

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

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

Jeff Shockley, Editor

Celebrating our 39th year of promoting model railroading

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

4

the Delmarva Model Railroad Clubs HO layout and you.

Please do not let this overwhelm you. Much of this is already started in some part at least.

So, let's talk about the disciplines it takes to make it work. Maybe you can find a place that you would like to get further involved in.

Marketing and Sales Department:

This can take many forms.

- Marketing our open-houses
- Recruiting operators for operating session.
- Recruiting new members for our group
- Web Site developing. Keep the HO section of the web site up to date and exciting.

Historical Department:

This has really two distinct sub departments

- Maintain history of the how the club layout developed.
- Prototype research in our case this would be the Chessie System mainline and connecting railroads between Grafton and Cincinnati.

Imagineering Department:

Basically, this is imagining how to get the historical research engineered to fit the space available. This involves working up a set of

"*Givens and Druthers*". This way of using these terms was developed by John Armstrong [https://en.wikipedia.org/wiki/John_Armstrong_\(model_railroader\)](https://en.wikipedia.org/wiki/John_Armstrong_(model_railroader)) and later expanded on by many in the NMRA Layout Design Special Interest Group.

What do these terms mean? *Givens* are the things that have to be included in the design and *Druthers* are the thing you hope to be able to include. This can later be reduced to what has been coined Layout Design Elements (LDE).

This is taking a small section like a town or one industry and working through its *Givens & Druthers*. Our HO layout track plan and its *Givens & Druthers* are pretty much established at this point.

Civil Engineering Department:

- **Drafting and Design Department:** Taking what the Imagineering Department put together and putting it on paper.
- **Surveying Department:** At this point, the paper design is laid out in the available space and coordinating with the Historical, Imagineering and Design Departments.
- **Surveyor & Construction Personnel:** Work with the Mechanical Engineering Department to complete the track and

scenery to follow historical and Imagineering plans coordinating with the Historical, Imagineering and Design Departments.

Mechanical Engineering Department:

Once the Civil Engineering, Historical, Imagineering and Design Departments have a completed plan, the Mechanical Engineering Department converts it to bench work and finally roadbed and center lines for the track and turnouts.

- **Track Forman:**
 - Oversees the track laying proses to insure smooth and reliable track work.
 - Oversees the ballasting of all track and scenery adjacent to (the right-away)

Electrical Engineering Department:

Insures that all electric work supplying the track is reliable and completed neatly and accurately.

- **IT Hardware Department:** Plans and connects layout control equipment, ie Turnout Control, Occupancy Detection, and Signal Control Boards to a computer interface. In other words working with anything that connects to the Loconet.

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

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

Jeff Shockley, Editor

Celebrating our 39th year of promoting model railroading

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

5

- **IT Software Department:** Works with JMRI software to design and maintain computer control of all devices on the Loconet and any Wi-Fi connections.
- **Signal Department:**
 - Signal Design: Using prototype rule books design appropriate signal heads and their placements on the layout
 - Signal Hardware: Build B&O and any other associated railroad signals as needed
 - Signal Maintainer: Verifies existing signals are working properly and contain all appropriate safety appliances. Performs any needed repairs. (Prototype Job Description: Maintains signals, including those of hot box detectors, dragging equipment detectors, railroading crossings, CTC and formerly telegraph lines).

Operations Department:

- **Trainmaster:**
 - Maintains inventory for all rolling stock on the layout.
 - Assures all rolling stock in use has a car card

- **Locomotive Forman:**
 - Insures there is adequate and reliable motive power available for each session
 - Speed matches all locomotives that could be MU'd
 - Sets and maintains a regular cleaning and maintenance scheme for all operating session locomotives
- **Rolling Stock Forman:**
 - Oversees repairs on operating session cars
 - Assures all operating session rolling stock is weighted correctly, has appropriate couplers, has metal wheels and at least one resistor wheel set
 - Sets and maintains a regular cleaning and maintenance scheme for all operating session rolling stock
 - Keeps a service history on all rolling stock and assures all cars have car cards
- **Freight Traffic Manager**
 - **Dispatcher:** Schedules and monitors all train movements, responsible for traffic control and for communicating routine and unforeseen phenomena

- which may affect the flow of rail traffic.
- **Supervisor of Station and Freight Agents:** Oversees the freight traffic flow. In the model develops waybills for smooth and enjoyable traffic flow and minimal between session staging.
- **Yardmaster**
 - **Engine Hostler:** Determines the correct power and prepares it for departing trains & oversees simulated servicing and turning incoming trains under direction of yardmaster.
 - **Yard Crew:** Sorts inbound cars and builds outgoing trains.
- **Train Crew**
 - **Locomotive engineer :** Understands and follows railroad rules, Controls the train as directed by the Dispatcher and Conductor
 - **Conductor:** Plans the train moves in accordance with railroad rules and instructs the engineer. This includes which cars to drop off and pick-up.
 - **Brakeman:** Not used greatly in model railroads as two men crews is generally the max. Brakeman would set brakes and mechanically couple

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

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

Jeff Shockley, Editor

Celebrating our 39th year of promoting model railroading

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

6

and uncouple cars and as needed act as flagman.

- o **Fireman:** Not used greatly in model railroads. The position continued to exist for a while after diesels came in use and depending on union agreements would act as flagman.

April Dispatchers Report

John A. Nawn, Chief Dispatcher

On Saturday, April 13, 2024, we conducted our second operating session for the 2024 season, on the HO layout.

Nineteen operators were present for the session including our Superintendent, Dispatcher, Parkersburg High (PH) yardmaster, our Chillicothe (CH) yardmaster and our Parkersburg Low (PL) yardmaster, a roving Yardmaster, the Steel Mill yardmaster leaving nine mainline operators, and three operators for the Ohio River subdivision.

We started at the top of the schedule. We moved 20 trains with 234 cars eastbound on the mainline and 26 trains with 317 cars, westbound. Two mainline trains were annulled. One extra was operated under Form 19 orders; a new Duke Power Unit Coal Train from Parkersburg west to Cincinnati. The steel mill handled 85 cars, with 18 cars moved on the C&O Portsmouth subdivision. On the Ohio River subdivision, 182

cars were moved in 26 trains. A grand total of 733 cars were moved this session.

The Mill Turn (Mead Paper) died on the law. The east end mainline switch failed, preventing the ability to perform the necessary runaround moves to switch the mill, and could not be fixed in enough time before the crew outlawed. It was reported that MOW would repair the switch before our next session. Other than the mill turn, the rest of the schedule was completed with the session ending at 4:30.

The Dispatcher wants to remind all operators that you should familiarize yourself with the latest operations bulletin: *Operations Bulletin No: [2024-03-1](#)* (see page 3.)

It is always available at the Dispatcher's window. The Superintendent, Dispatcher and Yardmasters are aware of and have been discussing congestion at Grafton and Cincinnati. Updates to the Operations Bulletin may be forthcoming including more detailed instructions on the two staging yards, operating through West Union and better reporting of train length.

It was so much fun, let's do it again! Join us on Saturday, May 11 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. Anytime after 11:00 AM is usually good. Looking forward

to seeing everyone there. *And see the Dispatcher for your **HO lanyard** if you did not get one in April.*

Operations Bulletin No: [2024-03-1](#)

THE BALTIMORE & OHIO

RAILROAD COMPANY

Ohio-Newark Division

OL&K Subdivision

Parkersburg Subdivision

Chillicothe Subdivision

Monongah Division

Parkersburg Subdivision

Parkersburg Dispatcher

Operations Bulletin No: [2024-03-1](#).

This Bulletin replaces 2023-11-2.

Effective: [March 9, 2024](#), until superseded

General Notes

1. All movements for the Divisions noted above are conducted under the authority of the Parkersburg Dispatcher.
2. Movement on the NYC K&M Subdivision and C&O Portsmouth Subdivision are also under the authority of the Parkersburg Dispatcher.
3. Operations in Chillicothe Yard and Parkersburg Yard are not under the authority of the Parkersburg Dispatcher. Operators are directed contact the Yardmasters for

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

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

Jeff Shockley, Editor

Celebrating our 39th year of promoting model railroading

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

7

- permission to enter, depart and operate within yard limits.
- Operations on the Ohio River Subdivision and the Wieland & Port Charles are under the authority of the Parkersburg Lower Yardmaster.
 - All operators must sign in with the Dispatcher prior to operation.
 - Prior to assignment, operators are expected to have in hand a throttle with fresh battery and a functional radio. Once ready, request a train from the Dispatcher.
 - Assignments are made by the Dispatcher on a FIFO basis.
 - Operators are expected to familiarize themselves with the train instructions prior to operation.
 - After assignment, operators must locate train, acquire locomotives, inspect train, and preform a brake test, *before requesting authority to proceed*. Once the locomotive(s) are acquired, operators should move the train forward and backward within the siding or terminal track.
 - Once ready, prior to movement of any train, operators must contact the Dispatcher for authority to move. Before authorization to proceed is granted, operators are requested to provide the following, via radio, to the Dispatcher.

- Train Symbol
 - Engineers first and last initial
 - Locomotive number(s)
 - Caboose number
 - Number of cars
- Dispatcher will issue limits of operation. Once operators reach the assigned limits, they must contact the dispatcher noting Train Symbol and location.
 - Operators must follow all directives on the train instructions.
 - Operators must not operate beyond assigned limits or on unassigned tracks.
 - Operators must follow and adhere to all signal indications unless specifically waived by Dispatcher.
 - When stopping at signals, operators must stop their train at least one engine length before signal mast.
 - Operators of local trains must contact the Dispatcher and provide Train Symbol and location at each location where work is to be performed prior to starting work and, after work is completed, prior to proceeding to next station.
 - Should breakdown or derailment occur on route within authorized limits, operator must contact the Dispatcher and advise Train Symbol and location.

- Bad order cars should be manually removed from the train and placed in the bad order location (box) *along with the car card* and a repair card completed by the operator.
- Upon reaching the destination terminal, operators are requested to contact the dispatcher advising same and provide, via radio, the following:
 - Train Symbol
 - Number of cars

Special Instructions of Passenger Trains

- Passenger trains must stop at all stations indicated on the timetable/instructions. Passenger trains serving Parkersburg must advise dispatcher prior to reaching the station. All passenger trains working Parkersburg must stop at the platform. Passengers are not permitted to cross tracks.
- At every station stop, operators must contact Dispatcher with Train Symbol and location.

Special Instructions for operations on the NYC K&M Subdivision and C&O Portsmouth Subdivision

- Operators on the K&M Subdivision must request permission to cross the B&O at Grosvenor.

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org
News of the Delmarva Model Railroad Club

May 2024

Celebrating our 39th year of promoting model railroading

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

Jeff Shockley, Editor

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

8

22. Operators on the Portsmouth Subdivision must request permission to enter the mainline at Hamden and Renick Junction.

23. Once on the K&M Subdivision and Portsmouth Subdivision operators do not require movement authority from the Dispatcher. General note 16 is not applicable to operations on the K&M Subdivision and Portsmouth Subdivision.

Special Instructions for all trains operating through Renick Junction and West Junction and other locations.

24. Temporary, non-standard, dwarf signals are present approaching Renick Junction, West Junction in both directions, Parkersburg and other locations. These signals carry full authority and operators are advised of their presence, accordingly.

Railroad News

CSX prepares to detour container and coal traffic bound for Baltimore

Bill Stephens

In the wake of the Francis Scott Key Bridge disaster, the railroad will launch dedicated intermodal service between Baltimore and the Port of New York and New Jersey, and send export coal to terminals in Newport News, Va.

April 1, 2024 <https://www.trains.com/> Waukesha, WI
Jacksonville, FL – CSX this week will begin providing international intermodal shippers with a detour around the closed Port of Baltimore.

The railroad says it will launch dedicated service between Baltimore and the Port of New York and New Jersey in response to the March 26 collapse of the Francis Scott Key Bridge, which fell into the Patapsco River and blocked access to the port after a container ship struck one of its piers.

“Leveraging strategic partnerships with steamship lines, CSX will transport freight between New York and Baltimore through its established international sales network, ensuring continuity for affected shipments,” the railroad said.

Last week CSX executives, including CEO Joe Hinrichs, visited coal terminals in Newport News, Va., to discuss exporting coal that normally would be sent to the railroad’s Curtis Bay Piers in Baltimore, which handles coal produced in West Virginia and Pennsylvania.

“At CSX we work hard to be ‘part of the solution’ by working closely with all stakeholders to serve our customers better,” Hinrichs wrote on LinkedIn. The CSX team visited the Kinder Morgan Pier IX and Dominion Terminal Associates terminal in Newport News.

Hinrichs and Chief Commercial Officer Kevin Boone also spent time with employees at CSX’s car shop and other facilities in Newport News.

“Given the tragedy in Baltimore, we are going to need to move more coal trains through

Newport News on behalf of our customers and we wanted to make sure we connected with our team on the ground there to see how we can help,” Hinrichs wrote. “Another example of our ONE CSX team in action to serve our customers better.”

Newport News is no stranger to handling coal normally shipped through Curtis Bay. The Curtis Bay terminal was shut down for more than a month following a Dec. 30, 2021 explosion that heavily damaged the facility that can handle 14 million tons of coal annually.

From WDEL radio

Driver hurt after crash with train in Middletown

Mark Fowser

Apr 2, 2024 <https://www.wdel.com/> Wilmington, DE

A woman is hospitalized in serious condition after her car was hit by a train Tuesday afternoon on the north side of Middletown.

New Castle County Paramedics said the 81-year-old woman was extricated from the vehicle following the collision on North Broad Street near Cedar Lane Road at about 2:20 p.m. The woman suffered head- and other injuries and possible internal injuries.

Middletown Police are investigating the incident. Middletown officers, County paramedics and members of Volunteer Hose Company of Middletown responded.

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

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

Jeff Shockley, Editor

Celebrating our 39th year of promoting model railroading

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

9

From Trains

Norfolk Southern begins detour moves of coal that normally moves through Port of Baltimore

Bill Stephens

The first train was delivered today to the railroad's Lambert's Point terminal in Norfolk, Va., as Norfolk Southern works with automotive, intermodal, and break bulk customers on alternate port options

April 3, 2024 <https://www.trains.com/> Waukesha, WI
Atlanta, GA – Norfolk Southern today delivered the first coal train diverted from the closed Port of Baltimore to the railroad's Lambert's Point coal terminal in Norfolk, Va.

The collapse of the Francis Scott Key Bridge following a March 26 strike by a container ship blocked access to the NS-served Consol coal terminal.

“At Norfolk Southern, we understand the importance of rapid response, frequent communication, and innovative solutions during significant supply chain events,” NS Chief Marketing Officer Ed Elkins said in a statement. “Leveraging our extensive franchise footprint and strategic partnerships with ocean carriers, short line railroads, East Coast ports, and other transportation providers, we are providing our customers with a flexible, reliable service product that they can count on in this time of need.”

Baltimore, the No. 2 coal port on the East Coast,

handles coal mined primarily in West Virginia and Pennsylvania. Lamberts Point, the largest coal export terminal in the Northern Hemisphere, has the capacity to take on diversions from Baltimore.

Meanwhile, NS on Friday will launch dedicated international intermodal service between the Elizabeth Marine Terminal at the Port of New York and New Jersey and the Seagirt Marine Terminal in Baltimore.

The NS service — like similar service now offered by CSX — will provide a way around the blocked marine access to Seagirt. NS says it is in discussions with terminal operator Ports America to extend the new intermodal service directly on-dock at the Seagirt Intermodal Container Transfer Facility.

“Ports America is committed to deploying solutions that prioritize our customers' needs,” Rob Kusiciel, chief commercial officer of Ports America, said in a statement. “Partnering with Norfolk Southern to manage the flow of cargo was a natural step for us to take in maintaining supply chain fluidity in the face of this crisis.”

NS subsidiary Triple Crown Services will work directly with cargo owners who need door-to-door service.

The railroad says it is in constant contact with affected international customers, ports, and state officials to keep supply chains moving. NS is, for

example, collaborating with the Port of Virginia regarding key service points like the Virginia Inland Port in Front Royal, to serve regions further afield, such as Western Maryland, Southern Pennsylvania, and Northern Virginia.

Although Norfolk Southern's Baltimore automotive facility is not affected by the port outage, traffic destined to and from the Dundalk Marine Terminal is. NS has placed an embargo on traffic bound to Dundalk and is working with auto manufacturers on alternative ports in Florida, Georgia, Delaware, New Jersey, and New York. Baltimore is the top automotive port on the East Coast.

Norfolk Southern also is assisting multiple customers with break bulk cargo that traditionally moves through the Port of Baltimore, including lumber, pulp, and roll-on/roll-off traffic. One option for these customers is shifting their traffic to Fairwinds Landing in Norfolk.

It remains unclear how long the Port of Baltimore will remain closed while crews remove bridge debris from the shipping channel in the Patapsco River.

Rodney Dangerfield One-Liners

I love telling dad jokes. Sometimes, he even laughs.

The way my luck is running, if I was a politician I would be honest.

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

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

Jeff Shockley, Editor

Celebrating our 39th year of promoting model railroading

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

10

From Trains

The latest CSX heritage locomotive: Western Maryland

Bill Stephens

The Western Maryland unit is the 12th heritage locomotive to emerge from the CSX paint shop in Waycross, Ga.

April 4, 2024 <https://www.trains.com/> Waukesha, WI

CSX CEO Joe Hinrichs today released the first photos of the railroad's Western Maryland heritage locomotive.

The unit, No. 1852 in honor of the Western Maryland's founding year, was rolled out of the paint shop in Waycross, Ga., and into the sun. It includes the railroad's fireball logo.



CSX CEO Joe Hinrichs released photos of the railroad's Western Maryland heritage locomotive on April 4, 2024, after it emerged from the paint shop in Waycross, Ga. (Photo by CSX)

"Here is the latest Heritage Locomotive from our talented ONE CSX team in Waycross, Ga.," Hinrichs wrote on LinkedIn. "The Western Maryland Railroad was started in 1852 in Baltimore, Maryland, and eventually became

part of the Chessie System which then became CSX. Great history of coal and freight service in Maryland, Pennsylvania, and West Virginia."

The CSX heritage fleet has now grown to a dozen units representing predecessor lines. Among them: Family Lines; Richmond, Fredericksburg & Potomac; Baltimore & Ohio; Chessie System; Seaboard System; Conrail; Chesapeake & Ohio; Louisville & Nashville; Atlantic Coast Line; New York Central; and Monon.

From Trains

SEPTA opens new Drexel Station at 30th Street

Transit hub's new name reflects university naming rights

April 9, 2024 <https://www.trains.com/> Waukesha, WI

Philadelphia, PA – Southeastern Pennsylvania Transportation Authority and other officials on Monday marked the opening of the rebuilt and renamed Drexel Station at 30th Street, the transit hub for transit and bus lines adjacent to the station served by Amtrak and SEPTA Regional Rail.

The new station name reflects a \$3.1 million endowment from Drexel University, granting naming rights for five years, the Philadelphia Tribune reports. Overall, the station project was funded by \$15 million in U.S. Department of Transportation BUILD (Better Utilizing Investments to Leverage Development) grant funding and \$34.2 million in state Department of

Transportation funds. Improvements include a new glass headhouse and canopy; upgraded elevators, escalators and stairs; an improved mezzanine with enhanced lighting and better connections between transit services, and new flooring and tiling.

"The reconstruction of this flagship station will not only improve mobility and enhance access for SEPTA customers; it also demonstrates how transit infrastructure investments build communities and support regional economic growth," SEPTA CEO and General Manager Leslie S. Richards said in a press release.

The station is served by the Market-Frankford rapid transit line and T, 10, 11, 13, and 34 trolley lines. It is the first to display the elements of the SEPTA Metro Wayfinding initiative, a plan that aims to emphasize the entire SEPTA network rather than its individual elements [see "SEPTA plans rebranding ...," *Trains News Wire*, Sept. 8, 2021]. More SEPTA Metro signage will debut as the year progresses.

Baseball Story

"I remember one time I'm batting against the Dodgers in Milwaukee. They lead, 2 - 1, it's the bottom of the ninth, bases loaded, two out and the pitcher has a full count on me. I look over to the Dodger dugout and they're all in street clothes." – Bob Uecker

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org
News of the Delmarva Model Railroad Club

May 2024

Celebrating our 39th year of promoting model railroading

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

Jeff Shockley, Editor

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

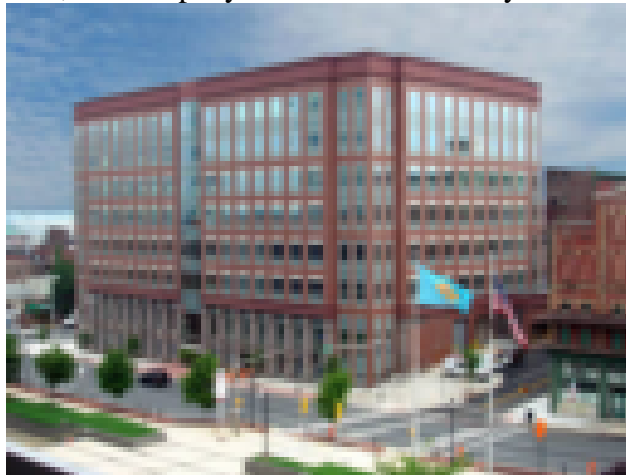
11

From Trains

Amtrak chooses contractor for Unified Operations Center in Wilmington

Project including national operations facilities, dispatching center for part of Northeast Corridor to be completed in 2027

April 9, 2024 <https://www.trains.com/> Waukesha, WI
WILMINGTON, Del. — Wohlsen Construction Co. has been awarded the contract for Amtrak’s Unified Operations Center project in Wilmington, Del., the company announced on Friday.



Amtrak has named the contractor for the project to create its Unified Operations Center in Wilmington, Del. (Photo by Tevebaugh Architecture)

The project, expected to cost more than \$53 million, will build a 24-hour operations center for national operations, including fleet and onboard crew assignments and coordination of the

response to service disruptions. A data center will also support system resiliency. The facility will also include the dispatching center for Amtrak’s Mid-Atlantic Division, which oversees all train movements in the Washington-Philadelphia-Harrisburg corridor.

The facility will be at the 164,789-square-foot Renaissance Centre in downtown Wilmington. It will allow relocation of the current Consolidated National Operating Center and Wilmington Dispatching Office from a flood-vulnerable location next to the Christina River.

From CBS News

Norfolk Southern agrees to pay \$600 million for East Palestine, Ohio, train derailment

April 9, 2024 <http://www.cbsnews.com> New York, NY
Norfolk Southern has agreed to pay \$600 million in a class-action lawsuit settlement related to last year's fiery train derailment that affected East Palestine, Ohio.

The company said Tuesday that the agreement, if approved by the court, will resolve all class action claims within a 20-mile radius from the derailment and, for those residents who choose to participate, personal injury claims within a 10-mile radius from the derailment.

About 50 cars of the freight train — which had roughly 150 cars and three locomotives — derailed on the outskirts of East Palestine,

near the Pennsylvania state line, with some cars transporting hazardous materials. An evacuation covered 1,500 to 2,000 of the town's approximately 4,800 to 4,900 residents.

Norfolk Southern added that individuals and businesses will be able to use compensation from the settlement in any manner they see fit to address potential adverse impacts from the derailment, which could include health care needs, property restoration and compensation for any net business loss. Individuals within 10-miles of the derailment may, at their discretion, choose to receive additional compensation for any past, current, or future personal injury from the derailment.

From Trains

SEPTA cancels contract with CRRC for bilevel commuter cars

No cars had been delivered in 45-car order placed in 2017
April 12, 2024 <https://www.trains.com/> Waukesha, WI
Philadelphia, PA – The Southeastern Pennsylvania Transportation Authority has “terminated with cause” its contract with the U.S. affiliate of Chinese railcar manufacturer CRRC for 45 bilevel commuter railcars, the Philadelphia Inquirer reports.

The contract was awarded in 2017, and the first cars were to have been completed in 2019 [see “SEPTA awards bid for Chinese bilevel

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

Celebrating our 39th year of promoting model railroading

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

Jeff Shockley, Editor

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

12

cars,” *Trains News Wire*, March 24, 2017], but none have been delivered. The \$185 million contract underbid Bombardier, the only other finalist, by \$34 million; it came at a time when CRRC had yet to deliver any equipment in North America, but had orders in hand for equipment in Boston, Chicago, and Los Angeles.

SEPTA said in a statement that it is “assessing its options for recouping funds that have been spent on the project.” That is more than \$50 million, the *Inquirer* reports.

The locomotive-hauled SEPTA cars, CRRC’s first commuter cars for North America, were to have seated 130 passengers and were intended to address crowding that had developed on SEPTA’s commuter lines since 2000. By 2019, they were already a year behind schedule, and in 2022, the *Inquirer* reports, SEPTA CEO Leslie S. Richards had reported issues with wiring, emergency exit windows, and failed watertightness and brake-test failures.

CRRC, a state-owned company, is the world’s largest rolling stock manufacturer. The SEPTA contract was with CRRC MA, the affiliate of the Chinese firm that opened a factory in Springfield, Mass., to meet “Buy America” requirements for a 404-car order for Massachusetts Bay Transportation Authority rapid-transit equipment. The first portion of that order was placed in 2014 and remains years from completion; it has been

plagued with quality-control issues and operational problems for the cars that have reached service. In March, the MBTA agreed to pay \$148 million beyond the initial \$870 million of the two-part in an effort to see it completed by 2027 [see “MBTA to pay more ...,” *News Wire*, March 29, 2024]. Without the additional funds, the MBTA said the order would have been completed no earlier than 2029.

Subsequent diplomatic tensions between the U.S. and China, security concerns, and congressional and industry concerns over CRRC’s potential to set artificially low prices — along with its issues in fulfilling its first American contracts — have essentially driven the Chinese manufacturer out of the U.S. passenger rail market. One provision of the MBTA agreement to complete its Red and Orange Line cars gives the transit agency an option to buy the Springfield, Mass., plant if CRRC sells it.

From *Trains*

Vermont Rail System to acquire New Hampshire Central

Railroad will become system’s seventh short line
April 10, 2024 <https://www.trains.com/> Waukesha, WI
Burlington, VT - Vermont Rail System has reached an agreement purchase assets and operating rights of the New Hampshire Central

Railroad to expand its operations in northern New Hampshire, the companies announced Tuesday.

“VRS has a 60-year tradition of helping local businesses with efficient and reliable freight service,” Selden Houghton, Vermont Rail System president, said in a statement, “and we are excited at the opportunity to grow and expand by providing economical rail service to customers in northern New Hampshire.

New Hampshire Central, founded in 1993, operates more than 56 miles of track leased from the state between North Stratford and Colebrook and between Groveton and Littleton, N.H., interchanging with the St. Lawrence & Atlantic Railroad. It will continue to operate under the New Hampshire Central name.

New Hampshire Central owner Edward W. Jeffrey said, “I couldn’t be happier to know that such a dedicated group will continue to serve New Hampshire businesses and grow this important link to the regional and national rail network.”

The railroad will become the seventh in the Vermont Rail System, which currently operates more than 400 miles of track in Vermont, New Hampshire, and New York through its Vermont Railway, Green Mountain Railroad, Clarendon & Pittsford Railroad, Washington County Railroad; New York & Odgensburg Railway, and New

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

Celebrating our 39th year of promoting model railroading

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

Jeff Shockley, Editor

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

13

England Southern Railroad.

The New Hampshire Central deal is subject to state and federal regulatory approval.

From Trains

CSX donates \$50,000 to Key Bridge Fund

Fund supports individuals, small businesses, communities hit by disaster

April 10, 2024 <https://www.trains.com/> Waukesha, WI
Baltimore, MD – CSX has donated \$50,000 to the Maryland Tough Baltimore Strong Key Bridge Fund, the railroad has announced.

The fund, established by the Baltimore Community Foundation, supports families, port workers, first responders, small businesses, and communities affected by the March 26 Key Bridge tragedy.

“Our thoughts and prayers are with those impacted by this tragedy, “ said CSX CEO Joe Hinrichs, who highlighted the company’s nearly two-century connection to the area. “As we navigate these challenging times, CSX remains committed to assisting our neighbors throughout this community on their path to recovery.”

Those interested in learning more about and supporting the fund, visit:

<https://bcf.org/maryland-tough-baltimore-strong-key-bridge-fund/>

Robin Williams One-Liner

Spring is nature's way of saying, “Let's party!”

From Trains

New display, event space opens at Railroaders Memorial Museum

Dan Cupper

Luther G. Smith Memorial Yard honors railroader who founded Brotherhood’s Relief & Compensation Fund
April 18, 2024 <https://www.trains.com/> Waukesha, WI
Altoona, PA – Officials of the North American Railway Foundation dedicated an outdoor display and event venue — the Luther G. Smith Memorial Yard — here today (Thursday, April 18) at the Railroaders Memorial Museum. The public space is bracketed by the museum’s Master Mechanics Building and Norfolk Southern’s Pittsburgh Line.

Costing \$1.9 million, the project accomplished several goals, including cleaning up, regrading, and reorganizing the nearly 1-acre area at the museum’s entrance, installing sidewalks and lights, and moving several pieces of rolling stock indoors to prepare them for restoration. Behind it was a desire to establish a tribute to Smith (1870-1938), a Pennsylvania Railroad engineer who started the nonprofit Brotherhood’s Relief & Compensation Fund, the parent organization to the foundation.

After his own union rebuffed his proposals, Smith in 1912 set up an independent voluntary mutual reserve fund to supply income insurance to railroaders who were “held out of service”

(suspended) as discipline for a rule violation. BRCF started with about 100 members on the PRR Middle Division (Altoona-Harrisburg) and now has 20,000 members across the U.S. and Canada.

From Trains

Two charged with stealing track from Connecticut heritage railroad

State Environmental Conservation Police make arrests in February theft

April 19, 2024 <https://www.trains.com/> Waukesha, WI
Old Saybrook, CT – Two people have been arrested and charged with stealing nearly a half-mile of track used by the Essex Steam Train heritage railroad and selling it for scrap, the Connecticut Department of Energy and Environmental Protection has announced.

Jason Hubbard, 47, and Nicole Hooghkirk, 38, of Clinton, Conn., were arrested on April 9 after being identified through an investigation by the agency’s Environmental Conservation Police, with assistance from the Valley Railroad Co., operator of the Essex Steam Train. Eyewitnesses reported track being removed from behind a store in Old Saybrook on Feb. 26; Hubbard and Hooghkirk are alleged to have removed a total of four-tenths of a mile of track from the 12 miles of state-owned trackage in the Connecticut Valley State Railroad Park; that track is leased to the Valley Railroad Co. The pair faces charges

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

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

Jeff Shockley, Editor

Celebrating our 39th year of promoting model railroading

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

14

including first-degree damage to railroad property, first-degree criminal mischief, second-degree reckless endangerment, and fourth-degree larceny, as well as related "conspiracy to commit" charges.

They were arraigned on April 9; Hooghkirk was released on an appearance bond, while Hubbard was held on a court-set bond of \$5,000.

The Essex Steam Train operates a variety of excursions on more than 21 miles of a former New Haven line with three steam locomotives — Alco 2-8-2 No. 40, built in 1920 and first operated in logging service by California's Minarets & Western Railway; Alco 2-8-0 No. 97, built in 1923 and first operated by Alabama's Birmingham & Southeastern in 1926; and Chinese-built 2-8-2 No. 3025, constructed in 1989. The railroad also has a pair of diesels it uses in dinner-train service. More information is available at the Essex Steam Train & Steamboat website.

From WRDE News

Maintenance work to start on Main Street railroad crossing

Torie Seagraves

April 27, 2024 <http://www.wrde.com> Rehoboth Beach, DE
Dagsboro, DE — General maintenance work by Delmarva Central Railroad Company forces will be at the railroad crossing on Main Street, says DelDOT. Work is estimated to begin at 7 a.m.

on Monday, April 29.

DelDOT says the work will require intermittent lane closures of Main Street at the Railroad Crossing and is expected to be completed by Thursday, May 2 by 5 p.m.

For more information, visit DelDOT's website.

From Trains

BNSF Train Derailed by Tornado In Nebraska

No injuries reported in Friday afternoon incident April 27, 2024 <https://www.trains.com/> Waukesha, WI
Waverly, NE — A BNSF train was derailed this afternoon when it was struck by a tornado between Waverly and Lincoln, Neb.. The tornado was one of a series in an outbreak across the Midwest today (Friday, April 26).

KSBN-TV reports the incident occurred about 3:25 p.m., according to a BNSF representative. There were no injuries to the crew and no hazardous materials were released.

Waverly, on BNSF's Creston Subdivision, is about 12 miles northeast of Lincoln, Neb.

The Rural Radio Network reported a second train was also derailed, according to the Lancaster emergency manager, but that report remains unconfirmed.

At least three people were injured as at least 60 tornadoes were reported across five states, CNN reports.

For a Laugh

English Pronunciation Lesson

Tsunami - "T" is silent

Honest - "H" is silent

Psychology - "P" is silent

Knight - "K" is silent

Wife - Husband is silent

Haven't Caught One Yet

Phil Masi was catching one day when Al Javery faced the Giants. The first three hitters all ripped hits on Javery's first pitch. Casey Stengel popped out of the dugout for a conference on the mound.

"What kind of pitches has he been throwing," Stengel asked Masi

"I dunno," Masi said. "I haven't caught one yet."

Life Advise from My 69-Year-Old Wife

"After 50 years of marriage, one day I looked closely at my wife and said: 'Fifty years ago we had a cheap house, an old car, we slept on the sofa and watched a black & white 10-inch TV. But I slept with a 23-year-old hot girl every night.

Now I have a \$500k house, \$45k car, a nice big bed and a big screen TV, but I'm sleeping with a 69-year-old woman.

My wife is a very sensible woman. She told me to go out and find a hot 23-year-old girl and she'd make sure I'd live in a cheap house again,

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

Celebrating our 39th year of promoting model railroading

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

Jeff Shockley, Editor

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

15

drive old cars, sleep on the couch and watch a black & white 10-inch TV.

Aren't older women great? They really know how to solve an old man problem."

Upcoming Events

(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. 1st & 3rd Sundays. Hours 10a-2p, weather permitting. The caboose is located between the Lewes Public Library and the Lewes History Museum, 111 Adams Ave., Lewes DE. For details, please visit: www.lewesjunctionrr.org.

May 4, 2024 – Delaware Seaside Train Show. Hope Center-Ocean View, DE, 97 Central Ave., (intersection of Route 26 Atlantic Ave. and Central Ave.), Ocean View, DE. 9a-2p. Admission: \$6, kids under 10 FREE. Operating train layouts, refreshments, door prizes, 50/50 raffle. For information, visit the website: <http://www.delawareseasiderailroadclub.com>

May 8-11, 2024 – Annual Meeting of the Pennsylvania Railroad Technical and Historical Society. Blair Convention Center, Altoona, PA. For details and registration information please visit: https://www.prrths.org/content.aspx?page_id=0&club_id=171391.

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. The caboose will be open for tours from 10am to 2 pm. Presentations will begin at 10:30 in the Large Meeting Room of the library and include:

- 10:30 History of Lewes Junction – Randy Voith, President, Board of Directors, LJRBA
- 10:45 Plans for PRR engine #60 – David Ludlow, Board of Directors, LJRBA
- 11:00 Presentation of Delaware State Senate proclamation – The Honorable Russell Huxtable, State Senator, District 6
- 12:30 Lewes Station replica – Ed Zygmanski, Art in Bloom/Lewes in Bloom
- 12:45 History and Importance of the Railroads to Lewes and Sussex County – Alan Jensen, Lewes Historical Society

At 11:30 there will be a ceremonial "Driving of the Golden Spike" at the Lewes Junction track. This commemorates the completion of the

Transcontinental Railroad 155 years ago on May 10 at Promontory Summit, Utah, the achievement National Train Day was declared to recognize.

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. Sponsored by the Washington Chapter of the National Railway Historical Society, <https://dcnrhs.org>, (202) 627-6978.

Delmarva Timetable

Email: DelmarvaTimetable@delmarvamodelrailroadclub.org

News of the Delmarva Model Railroad Club

May 2024

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

Jeff Shockley, Editor

Celebrating our 39th year of promoting model railroading

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

16

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 8-9, 2024 – Strasburg’s Summer of ’63. Strasburg Rail Road, 301 Gap Road Ronks, PA. The summer of 1863 comes alive aboard the fully narrated, 45-minute excursion train ride along the 4.5-mile stretch (9 miles round trip) pulled by a historic steam locomotive traveling through 2,500 acres of the picturesque Lancaster County Amish countryside.

In the early summer of 1863, the Confederate Army’s goal was to march north to capture Lancaster and Harrisburg with Philadelphia as their ultimate goal. However, on June 28, 1863, the wooden covered bridge spanning the 1-mile-wide Susquehanna River was burned, which prevented the Confederates from crossing the

river. They turned around and headed west to a small town named Gettysburg where the two armies met July 1 – 3.

But what if the bridge never burned, and the Confederates marched across the river and the Union troops had to defend Lancaster and the railroads from the approaching Confederate forces? What if the Southern troops made it to the sleepy town of Strasburg on their march to Philadelphia?

Passengers visiting the Strasburg Rail Road will experience this historical fictional scenario through the sights, sounds, and smells of 1863. Live encampments, roaming uniformed troops, small battle skirmishes, artillery demonstrations, and more will happen on the train and around the mall. (Note: All battle skirmishes between the North and South will happen along the line and require a ticket to view.) Battles/skirmishes – each that tells a part of the story – will occur during the following train times. 12:00p, 2p, 4p, 6p (Saturday only). [Guests aboard the train can view each battle separately or ride multiple times to see different portions of the fictional story.]

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/>

July 13-14, 2024 – Greenberg’s Train & Toy Show. Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA. 10a-4p. More info at: www.trainshow.com.

August 10-11, 2024 – Greenberg’s Train & Toy Show. New Jersey Convention and Exposition Center, 97 Sunfield Ave., Edison, NJ. 10a-4p. More info at: www.trainshow.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	