

Delmarva Timetable

News of the Delmarva Model Railroad Club

June 2024

Celebrating our 39th year of promoting model railroading

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

Jeff Shockley, Editor

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

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Next Meeting

Our next meeting will be on Wednesday, June 5, 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.

Board Meeting June 5

There will be a meeting of the Board of Directors at 7:00p on June 5. The only order of business on the agenda will be the election of a new Vice President.

Happy June Birthday to:

- Bill Craigmile
- Bill Hugues
- Steve Long
- Sean Roberson

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

Message from Charlie

Charlie Larrimore

At the May meeting, I resigned as President of the Delmarva Model Railroad Club, effective at the end of the meeting. I feel I owe it to all of you to explain why I came to this decision.

I had reservations about running in 2024 for President, but several members asked me to stay

on for one more year, so I agreed and ran for office again.

At the April Board of Directors meeting, and, maybe because of the feeling of "burnout", some things were said, and words spoken that I might have taken too personal, more so than they should have been, and the seed of doubt was planted in my mind that it was time to step down. During the May meeting, I decided that it was, indeed, the time.

I want to thank the membership for the support I was given the past 7 years. It truly was my honor to be the club's longest serving President (2017-2024.)

I want to say "thank you" to all of those that served with me as officers, directors, scale coordinators, and other leaders of the club.

I will stay on as the CEO of the Bill Sheehan Room, Tinline and Thomas Layout Coordinator and will continue the advice the White Elephant Table with pre-war O gauge, Standard gauge and G Scale donations/sales.

I will also still send out the cards to members as occasions allow, help Christine with making sure the snacks are available and serve as the Past President member of the Board.

I want Tim to know that he has my utmost support going forward as the new President.

Thank you all for a great 7 years.

Happy Anniversary

May 29, 2024 marks the 53rd wedding anniversary of Charlie and Doris Larrimore. Does she deserve a medal??

Get Well Soon

Charlie Larrimore has sent word that his wife, Doris, was taken to the hospital over the weekend. She was at home on Sunday and, although not 100%, she is getting around and doing better.

Crew Call for DMRRClub Prototype Operating Session

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

When: Saturday *June 8, 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

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around 12 to 15 people per session but can easily accommodate twice that amount.

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

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

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

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

OH (CI) feeds almost directly into CH. We also model the OR Sub from Parkersburg low yard to Huntington WV. The low yard is fed from Wheeling another staging yard.

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

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

Layout News

From Charlie Larrimore

Had a visitor on my Penn Atlantic Railroad



May Dispatchers Report

John A. Nawn

On Saturday, May 11, 2024, we conducted our third operating session for the 2024 season, on the HO layout.

Sixteen operators were present for the session including our Superintendent, Dispatcher, Parkersburg High (PH) yardmaster, Chillicothe (CH) yardmaster, Midland Steel yardmaster and Parkersburg Low (PL) yardmaster, leaving seven mainline operators, and three operators for the Ohio River subdivision.

We started at the top of the schedule, again. We moved 21 trains with 273 cars eastbound on the mainline and 24 trains with 285 cars, westbound. One mainline train (GR 94) and two locals were annulled, including the normally annulled Main Street job (while the track is presently embargoed) and the Penn's Turn. Four extras were operated under Form 19 orders; the return eastbound move of the new Duke Power Unit Coal Train from Cincinnati to Parkersburg, and extra PH-98, and extra CH-97 and the Mill Turn which outlawed in April. The steel mill handled 109 cars, with 63 cars received and 46 cars originated. On the Ohio River subdivision, 209 cars were moved. A grand total of 767 cars were moved this session.

The east end mainline switch at Mead Paper was repaired in time for our May session. We had one locomotive failure on the mainline and

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one light engine move to balance power needs. The steel mill reported two locomotives out of service due to handrails and brakes and had to borrow power from the PH high locomotive track to complete switching moves. The schedule was completed with the session ending at 5:20 PM.

It was also noted that previous congestion issues at Grafton and Cincinnati were minimal or non-existent during this session with no issues reported. Moving forward, the dispatcher will align all trains out of Grafton and through West Union. If this works, then *Operations Bulletin No: 2024-03-1* will be updated in time for our July session.

We are doing it again, of course. Join us on Saturday, June 8 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 your HO lanyard if you haven't received yours yet.*

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 permission to enter, depart and operate within yard limits.
4. Operations on the Ohio River Subdivision and the Wieland & Port Charles are under the authority of the Parkersburg Lower Yardmaster.
5. All operators must sign in with the Dispatcher prior to operation.
6. 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.

7. Assignments are made by the Dispatcher on a FIFO basis.
8. Operators are expected to familiarize themselves with the train instructions prior to operation.
9. 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.
10. 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.
 - a. Train Symbol
 - b. Engineers first and last initial
 - c. Locomotive number(s)
 - d. Caboose number
 - e. Number of cars
11. Dispatcher will issue limits of operation. Once operators reach the assigned limits, they must contact the dispatcher noting Train Symbol and location.

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12. Operators must follow all directives on the train instructions.
13. Operators must not operate beyond assigned limits or on unassigned tracks.
14. Operators must follow and adhere to all signal indications unless specifically waived by Dispatcher.
15. When stopping at signals, operators must stop their train at least one engine length before signal mast.
16. 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.
17. Should breakdown or derailment occur on route within authorized limits, operator must contact the Dispatcher and advise Train Symbol and location.
 - a. 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.
18. Upon reaching the destination terminal, operators are requested to contact the dispatcher advising same and provide, via radio, the following:
 - a. Train Symbol

- b. Number of cars

Special Instructions of Passenger Trains

19. 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.

20. 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

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

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.

N-Modular Report

Ed Frampton

Each layout in the club may be thought of as a "work of art." We proudly show off a variety of houses, shops, factories, trees, mountains, and panoramic scenes along with our locomotives and other rolling stock.



Each N-Trak module is a work of art, created long before I joined the club (and that was 20 years ago) by very talented members I, unfortunately, never got to know. The modules exhibit urban, rural, industrial, and commercial

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scenes. The total number of buildings is more than 100.

What's new with the modular layout is an increased effort to preserve these works of art. Scotch tape and a paintbrush are being used to remove dust that has been accumulating for decades.



In order to slow the build-up of dust in the future, as well as to limit the effect of "fertilizer" provided by various flying critters, four drop cloths now cover the modules. (Actually, they are the cheapest twin-size top sheets I could find at Amazon.) It is my hope that these covers will protect these "works of art" now and for generations to come.

T Scale Report

Ed Frampton

When it comes time to print a new batch of brochures, the list of operating layouts will have to include a new one: T Scale. As I reported at the May 1 business meeting, we are now able to display the smallest commercially available model train layout, at a scale of 1:450.

I selected a British Rail Inter-City 125, something I had traveled on between Edinburgh and London a few times years ago. Its speed was 125 mph.

The box containing four cars, track, and the controller has dimensions that are less than 8.5 x 4.5 x 2.75 inches.

Power is provided by 3 AA batteries.



Railroad News

From Trains

Kalmbach rail magazines, Trains.com sold to Firecrown Media

Kalmbach Books, FineScale Modeler, Astronomy, online stores also included

May 1, 2024 <https://www.trains.com/> Waukesha, WI
Trains Magazine, the company's other rail magazines, and Trains.com are among assets that have been sold by Kalmbach Media to Chattanooga, Tenn.-based Firecrown Media, the two companies have announced today (May 1).

Other Kalmbach titles involved in the transaction are *Classic Trains*, *Model Railroader*, *Classic Toy Trains*, *FineScale Modeler*, and *Astronomy*, as well as Kalmbach's online stores.

The publications involved will continue to be based in Wisconsin.

Firecrown Media owns a wide range of transportation brands including Flying, Plane & Pilot, Boating, Yachting, and the supply chain site FreightWaves.

Kalmbach employees were informed of the sale this morning and told that most employees working on the brands will be offered positions with Firecrown after screening. Kalmbach CEO Dan Hickey called it "a difficult day in our storied history" in an email announcing the sale.

Firecrown CEO Craig Fuller said in a press release that "The rail titles fit perfectly into the

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Firecrown portfolio and the breadth of experience of our staff ... Kalmbach has deep ties in the railroad community, having published magazines and books about railroads and model trains for over 90 years. There isn't a deeper connection in the rail enthusiast community than the one that Kalmbach built. The Firecrown staff will work diligently to continue and build on that connection moving forward.

"Additionally, the rail and aviation communities have a great deal in common. Besides the obvious — both being transportation modes and having similarities in business models — the enthusiast audience is vast in both categories. We believe that 'railfans' and 'avgeeks' are kindred spirits.

"With the acquisition, Firecrown plans to invest significantly in *Trains'* business editorial coverage, increasing the cadence and depth of coverage of the rail industry. *FreightWaves*, one of Firecrown's brands, provides a playbook to help achieve this."

Fuller and other members of the Firecrown staff met with staff members who will be making the transition to the new ownership this afternoon. A 60-day transition period is planned for the magazines and other properties. More information on Firecrown's plans and what they mean for employees and readers will be forthcoming.

From *Trains*

PRR T1 Trust to hold open house for its new-build 4-4-4-4 frame

Dan Cupper

May 3, 2024 <https://www.trains.com/> Waukesha, WI
Public and fund-raising events scheduled in Altoona, Pa., area

Altoona, PA — A series of events, including a public open house, will be held next weekend to show the progress on building a 21st-century recreation of the Pennsylvania Railroad's T1-class 4-4-4-4 streamlined steam locomotive.

The nonprofit Pennsylvania Railroad T1 Steam Locomotive Trust will display its 64-foot-long, 35-ton fabricated frame at the Blair County Convention Center in Altoona on Saturday, May 11, from 10 a.m. to 4 p.m.

A day earlier, on Friday, May 10, the Trust will hold a reception for donors at the same site, as well as a contributors' dinner at the U.S. Hotel in nearby Hollidaysburg, Pa. At the dinner, a silent auction will offer such prizes as throttle time on Nickel Plate Road 2-8-4 Berkshire engine No. 765 (Lima Locomotive Works, 1944), a cab ride on Western Maryland Scenic Railroad 2-6-6-2 engine No. 1309 (Baldwin Locomotive Works, 1949), and a gift basket from the Age of Steam Roundhouse Museum.

Of 130 reservations, about 25 remain available, according to Jason Johnson, the Trust's general manager.

At all events, Trust officials will answer questions about the project; sell T-shirts, hats and other items; and accept donations. The display is being held in tandem with the annual meeting of the Pennsylvania Railroad Technical & Historical Society.

"We'll highlight where we've been, where we are, and what the next 12 months look like," Johnson told *News Wire*. "We set realistic goals, and our transparency is our biggest goal. We're being funded through railfans all around the world, and we have to be good stewards of those funds."

Of his duties with the Trust, he quipped, "My job is to turn dollars into steel."

While the frame is "not 100% complete, it will be representative of what it will look like when it's done," he said. Fabrication is being handled by Dover (Ohio) Tank & Plate Co./Dover Design & Management Group, a structural shop that builds railroad bridges and other projects.

A qualified steam locomotive engineer who is a regular on NKP 765, Johnson also has run Western Maryland Scenic engines No. 1309 and No. 734 (2-8-0, BLW, 1916), among many others.

The Trust is building a new version of the 52-member class of high-speed T1 engines, all of which were scrapped by PRR. This is the first effort in America to build a large, modern steam locomotive, following the lead of British

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preservationists who in 2008 completed a 4-6-2 engine named *Tornado*, recreating a member of the extinct A1 Peppercorn class at a cost of £3 million (\$5.5 million at the 2008 exchange rate).

Baldwin built two T1 prototypes in 1942. After World War II, PRR ordered 50 production models, 25 from BLW and 25 from its own Juniata Shops in Altoona. Designed to reach 120 mph, they were intended to parallel the performance in non-electrified territory of the road's highly successful GG1-class 2-C+C-2 electric design, 139 of which were built between 1934 and 1943.

Built as Art Deco showpieces to pull the *Broadway Limited*, "*The Spirit of St Louis*" and other PRR luxury flyers, the T1's were prematurely sidelined, being downgraded to secondary duties upon the arrival of reliable off-the-shelf diesel-electric units. The Trust has designated its engine as PRR 5550, the next road number in line after the highest-numbered production T1, No. 5549 (BLW, 1946).

Two years ago, the Trust displayed another set of components – a boiler shell, nose and cab – hauling it some 1,500 miles from a shop near St. Louis to a previous PRR&THS convention in Harrisburg, Pa. (See "T1 Trust displays progress in building new steam locomotive," *Trains News Wire*, May 14, 2022). "That made it real for a lot of people [who said] 'Holy crap, this thing is

bigger than we thought.' This is not just a dream on a piece of paper but actual steel."

By weight, No. 5550 is 43% complete, with more than \$2 million raised so far. The Trust has obtained a PRR 16-wheel freight tender that is similar to a streamlined passenger version carried by the original T1s.

From Lewes Junction Railroad & Bridge Association newsletter

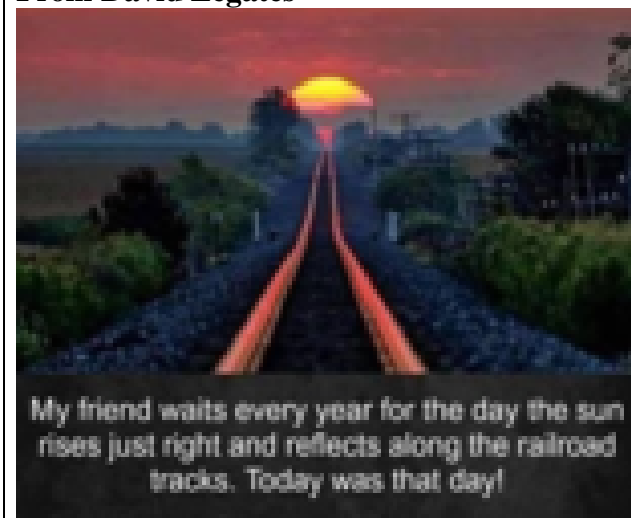
Did you know?

San Francisco businessman, contractor, and rancher, David Hewes, who was also the brother-in-law of Central Pacific President Leland Stanford, used \$400 of his own gold for the casting of a spike to commemorate the completion of the transcontinental railroad. Cast by the William T. Garatt Foundry of San Francisco the spike was made of 17.6 carat gold. It bore engraving on four sides and the top. Two sides named railroad officers and directors; another bore the words, "The Pacific Railroad ground broken Jan 8th 1863 and completed May 8th 1869", and the fourth was engraved, "May God continue the unity of our Country as this Railroad unites the two great Oceans of the world. Presented David Hewes San Francisco." The top of the spike bore the words, "The Last Spike."

Later donated to the Stanford Museum (now the Cantor Arts Center), the spike is part of the Center's permanent collection.

Information courtesy of the Golden Spike National Historical Park Utah, National Park Service, and the Stanford Report, Stanford University.

From David Legates



My friend waits every year for the day the sun rises just right and reflects along the railroad tracks. Today was that day!

From Trains

The value of timetables

Bob Johnston

Time to resurrect an old tradition

May 3, 2024 <https://www.trains.com/> Waukesha, WI

Train timetables

The digital information age has spawned a flurry of welcome advances in rail transportation, such as the convenience of online , ticketing and instantaneous notification of delays. Getting rid of easy-to-access timetables showing stops trains

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make isn't one of them. Fortunately, other providers have helped fill the void.

History

From their inception in 1971 and 1978 respectively, both of North America's passenger rail operators, Amtrak and VIA Rail Canada, published system timetables listing all trains operating on every route. They were continuing a tradition that individual railroads began in earnest in 1883, when uniform time zones were created. For the next 88 years, when hundreds of interconnected rail routes provided essential transportation throughout the continent, timetables showed what times trains arrived and departed from isolated rural stations to bustling connection points.

Each railroad published its own schedule book, which also usually contained fares for coach and first class accommodations that rarely changed. The *Official Guide of the Railways*, updated monthly, served as an indispensable compendium of all U.S., Canada, and Mexico train schedules, including details such as how many feet or miles apart stations might be in towns served by more than one system.

The big book with the flimsy pages thinned through the 1960s and eventually disappeared.

Why timetables are useful

The *Guide* was no longer needed, because the consolidation of a reduced number of routes in an Amtrak and VIA system timetable provided all the information anyone required to not only plan trips, but also allowed travelers to:

- understand how different routes connected.
- see at a glance which trains were expresses and locals.
- decide at which station to board; addresses and station services were listed.
- determine what stop is next while onboard; the timetable always had a map as well, a feature especially valuable when riding long-distance routes.
- observe posted schedules at stations showing "where trains go and when they leave."

Sure, passengers were always warned, "times subject to change without notice," but so what? There was always a phone number to call after tickets were purchased; having basic arrival and departure times determining whether to take the trip at all was more important than such minutia. Amtrak timetables were generally issued at least twice yearly, with print runs in the 300,000 range in later years, though Northeast-Corridor-only schedule printing often more than doubled that.

Not needed?

But the cadre of ex-airline managers hired by Amtrak's board of directors beginning in 2017 had no respect for what they saw to be an outmoded tradition that could easily be supplanted by electronic versions. They had conducted business in the point-to-point airport world. Thus, schedules showing multiple stations and departure times were supplanted by a "do-it-yourself" ordeal which requires potential customers to know the origin and destination to input. Information about intermediate stops or other choices? Executive-suite thinking apparently ranged from "people don't need that" to "schedules cost too much to revise if there is a change."

Amtrak last printed a system timetable in 2016, and the company stopped offering a downloadable version after issuing the June 2018 timetable. Schedules made a brief comeback beginning in October 2020 when the reduction of most long-distance trains to tri-weekly frequencies introduced widespread confusion across the system, but those were eventually withdrawn as trains returned to daily operation.

The final VIA Rail Canada system timetable was issued in 2019; schedules were removed with the onset of the COVID-19 pandemic.

Timetables today

Both the Amtrak and VIA Rail Canada websites provide complicated ways to

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access accurate individual route schedules, which we won't get into here. But inputting an origin and destination for a selected date on their ticketing platforms will display exact arrival and departure times at fares specific to that train. Once ticketed, passengers should be notified if there is a schedule change.

The sites also offer route maps. The Amtrak map dates from the last 2018 system timetable, so it omits the 2022 extension of the *Ethan Allen Express* to Burlington, Vt.

VIA's map is strictly rudimentary.

However, the Rail Passengers Association website has filled the void with downloadable schedules for most Amtrak and VIA Rail Canada routes.

The Rail Passengers' collection does require knowledge of where trains operate. The schedules are revised periodically but may not reflect the latest changes. For instance, though an advisory says timetables were updated on April 24, 2024, the grid schedule for *Wolverines* operating between Chicago and Pontiac, Mich., doesn't reveal that May 6 through Oct. 17, 2024 (except holidays), trains 350 and 353 are cancelled Monday through Thursday for daytime track construction. This is why the Amtrak and VIA ticketing websites should always be consulted for confirmation.

The RPA site also provides links to state-supported services that still publish their own timetables, often with the kind of useful information previously offered in system timetables. Omitted is the North Carolina site, which shows individual train schedules for the New York-Charlotte, N.C. *Carolinian* and four Raleigh-Charlotte round trips.

There is, however, a hopeful sign. When Amtrak recently announced the debut of a second train between Chicago and the Twin Cities, the press release did offer a grid listing station times for both the eastbound and westbound *Empire Builder* and the new *Borealis* [see "Amtrak to launch Chicago-St. Paul train May 21," *Trains News Wire*, May 1, 2024]. The horizontal schedule for the two trains is not in the classic vertical format, but it does show times at all the intermediate stops.

That's progress!

From Train

Seven things not to miss when cleaning a model railroad

Steven Otte

Rails and wheels are obvious when cleaning a model railroad, but don't forget these seven trouble spots May 6, 2024 <https://www.trains.com/> Waukesha, WI
If you're looking forward to hosting an operating session, open house, layout photo session, or just a visit from friends and relatives, you want your layout to make the best possible

impression. But there's more to cleaning a model railroad than just polishing the track and wheels, as important as those things are. Dust is small to our eyes but shows up as being very out of scale in railroad photography. The following seven trouble spots might not be obvious, but forgetting to clean them can really detract from the realistic appearance we strive so hard to reproduce on our layouts. Which of these have you forgotten to clean?

Cars and locomotives



A soft, dry brush, like this one made for dusting camera lenses, works well to take dust off model structures and rolling stock. (Lionel Strang photo)

As locomotives lead trains around our layouts, they sweep up all the debris they encounter on the track. Look closely at the pilots, number boards, headlights, horns, grab irons, and other protruding details on the noses of your engines and you may see cobwebs, dust, and other detritus, especially if you haven't dusted your

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hidden track lately (see below). Though it might not be visible under ordinary scrutiny, this kind of debris really shows up in photos. Use a dry, soft paintbrush and a can of compressed air (or an airbrush with no paint) to blow away the dust and cobwebs. While you're at it, dust the roofs, walkways, running boards, and end platforms of your cabooses, hoppers, passenger cars, and other rolling stock.

Car loads

Because they're exposed to the world, open-top car loads accumulate dust as much as anything else on our layouts. But because these items often have irregular surfaces, dust tends to collect in the crevices and is harder to clean. Loads for open-top hoppers, scrap metal loads in gondolas, vehicles for auto racks, and pulpwood loads are particularly hard to keep looking good. If the load is waterproof and can detach from the car, like a molded plastic coal load or a painted resin casting, give it a dip in warm soapy water and get into the crevices with a soft brush, then rinse it and let it air dry. For loads that could be damaged by water, like scale lumber or those held together by glue, brush them off as well as you can with a dry brush. Don't neglect the coal piles in your steam locomotives' tenders, either.

Rooftops

Since rooftops are probably the most seen parts of our model structures, thanks to our typical high viewing angle, they are among the most obvious things to clean on our model railroads. A soft duster will do most of the job. Just be careful not to dislodge details like chimneys, lightning rods, antennas, and vents. Use a soft brush to get into crevices and pay special attention to roofs with dust-trapping tile or shingle textures.



Since roofs are the most visible part of our model structures, dust and cobwebs that accumulate on these flat surfaces can be very noticeable. A soft duster can take care of them. (Jim Hediger photo)

Track and ballast

Not only should you clean your rails to improve your locomotives' electrical pickup, you should also clean the ties and ballast around them. Dust can accumulate in the irregular surface of the ballast, become attracted by static electricity in the locomotive, and build up in the mechanism

until it impedes your engine's performance. Keep dust off your right-of-way with a mini-vacuum, like those sold for cleaning computer keyboards.



A vacuum car like this repainted HO scale Roco model can help keep dust under control on your right-of-way. (Dave Abeles photo)

Another convenient solution is a vacuum car, which sweeps up dust and small debris into a collection bin as it travels around the rails. Atlas, Roco, Tomy Tec (Tomix), and European manufacturer Lux Modellbau have manufactured HO and N scale versions in the past. Though nobody seems to make them now, they are still available from some online vendors.

Trees and other scenery

Tree armatures, clump foliage, ground foam, grass mats, and other irregularly shaped scenery materials collect a lot of dust. This can dull the colors of your scenery. But if you try to vacuum it off, you might accidentally suck up ground cover, tree branches, figures, and other scenic details. The solution: Wrap the end of a vacuum nozzle with a stretched nylon stocking. Your scenery and details will be caught at the nozzle so they can be re-adhered to the layout.

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Stretching a nylon stocking over the end of your vacuum nozzle will catch any scenery materials, figures, details, and the like that might accidentally get sucked up while you clean your scenery.

(Kathy Millatt photo)

Tunnels and other enclosed areas

Have you ever sent a locomotive through a little-used tunnel on your layout, only to have it emerge covered in a mass of cobwebs and dust? It's not just the visible parts of your model railroad that need cleaning. Dark, enclosed areas like tunnels, covered staging, and even structures like engine houses are attractive habitats for spiders. You can keep these areas clean by reaching in with a long-handled duster, or for more inaccessible areas, try gluing a synthetic duster to a flatcar and pushing it through the tunnel ahead of a locomotive. (Trim the duster so it's not much wider than the profile of a locomotive; you don't want it to snag on benchwork or tunnel portals and cause a disaster.)

Water features

Resin water can be one of the trickiest scenic details to keep clean. It may look like a smooth, solid surface, but many products used to model water don't always cure to be completely hard, especially if it's in a cold and damp basement. If left to sit for a few months, dust that settles on cast water can stick, ruining that shiny, realistic appearance permanently. And some materials, like acrylic gloss medium, will soften and turn white if you try to clean them with window cleaner or even plain water. Wipe down your waterways with a soft, dry paintbrush or a lint-free cloth, like those made for cleaning eyeglasses, at least once a month.



Dust that settles into resin water can stick if left too long. Clean your water features regularly with a lint-free cloth, like those made for wiping eyeglasses. (Kathy Millatt photo)

For more on cleaning a model railroad and preparing it for the public, check out these articles from *Model Railroader*:

- “Keep your scenery looking its best,”

Kathy Millatt, February 2022, page 28.

- “Extending the fun,” Dave Abeles, July 2023, page 27.

From Trains

BNSF bridge at Fort Madison, Iowa, reopens after barge strike

David Lassen

Railroad determines 1927 structure remains sound after collision

May 9, 2024 <https://www.trains.com/> Waukesha, WI
Fort Madison, IA – BNSF Railway's bridge across the Mississippi River between Fort Madison and Niota, Ill., was briefly closed today after having been struck by a barge, but has been reopened, according to authorities.

The Hancock County (Ill.) Sheriff's Office reported the closure at about 1:40 p.m.; police in Fort Madison posted on Facebook about the barge strike at roughly the same time but have since updated their report to indicate the bridge has been reopened, saying BNSF “has certified the bridge is safe and resumed both rail and vehicular traffic.”

The railroad-owned, 1,675-foot-long bridge was built between 1927 and 1929 and is listed on the National Register of Historic Places, carrying two tracks for BNSF's Southern Transcon on its lower level and two lanes of vehicles on Iowa Route 2/Illinois Route 9 on its upper level. The majority of the bridge is in Illinois. The Iowa Department of Transportation describes it as a

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ridged-connect, double-deck swing truss bridge that opened on July 28, 1927, and says its 525-foot electrified swing span was the longest and heaviest in the country at the time it was built.

WGEM-TV reports the bridge was struck by a barge owned by the Ingram Barge Co. of Nashville, Tenn. The station has photos of the barge sinking. The barge reportedly was carrying corn.

A long-term closure of the bridge would have not only been a significant problem for the railroad, but for local residents, who would have faced detours north to Burlington, Iowa (approximately 20 miles north), or south to Keokuk (approximately 25 miles on the Iowa side) for the nearest river crossings.

From John Nawn via *Railway Age*

ES44AC 9375 First in CPKC Livery

William C. Vantuono, Editor-in-Chief

May 13, 2024 [www://:railwayage.com](http://www.railwayage.com) Omaha, NE

The livery resulted from the work of an internal design team, with direction and focus provided by CPKC President and CEO Keith Creel, who felt it vitally important that the employees have input into what their rolling flagships should be displaying. “I want our railroaders to feel that they are a key part of this process, designing a new paint scheme,” he told *Railway Age* about a year ago. “I think that what we’ve come up with here, and how we’ve gone about selecting the

final scheme—providing options for our railroaders to vote on—reflects our commitment to them as a company, and helps promote a feeling of unity. There was a lot of excitement, a ton of energy, centered on developing a new CPKC livery.”



The first road locomotive in Canadian Pacific Kansas City’s employee-selected livery is Wabtec ES44AC No. 9375. She’ll be displayed May 18 at Kansas City Union Station 4-6-4 No. 2816, *The Empress*, during CPKC’s transnational Final Spike Anniversary Steam Tour.

Five options were developed and presented to all CPKC employees through an internal survey. Thousands of votes were received and tabulated. The winning scheme was revealed in late June 2023.

The most prominent color in the new livery is Canadian Pacific red. The letters “CPKC” and the CPKC logo—an evolution of the iconic Canadian Pacific beaver logo CP had been using since 2017, when Keith Creel became chief executive—appear prominently. The black trim

and gold striping bring out Kansas City Southern elements.

From *New York Times*

Barge Strikes Bridge in Galveston, Texas, Causing Oil Spill

No injuries were reported when the barge struck a bridge that connects Galveston, Texas, to a small island along the Gulf of Mexico, causing a partial collapse.

Remy Tumin

May 15, 2024 www.nytimes.com New York, NY

Galveston, TX – A barge struck a causeway connecting Galveston, Texas, to a small island along the Gulf of Mexico on Wednesday morning, sending debris and oil into the bay, officials said.

The Pelican Island Bridge was hit around 10 a.m., the city of Galveston said in a statement, and the causeway was closed to car traffic until further notice, shutting off the only road to the island. There were no reported injuries. The bridge connects the north side of Galveston Island with the south side of Pelican Island, which is home to a Texas A&M University campus and two museums.

The barge is owned by Martin Petroleum, Galveston County Office of Emergency Management said on social media. It has a capacity of 30,000 gallons, but it was not clear how much oil spilled into Galveston Bay, the office said. Martin Petroleum did not immediately respond to a request for comment.

Vessel traffic in the channel was temporarily

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halted, county officials said, and the structural damage to the bridge was being assessed by the Texas Transportation Department. The cause of the accident was not immediately known. Power was temporarily interrupted on Pelican Island but had been restored by Wednesday afternoon. Emergency management officials from the city, state and university responded to the crash, the city said, adding that the U.S. Coast Guard was assessing the extent of the spill and would “initiate the containment and cleanup processes.”

Texas A&M University at Galveston said on social media that power had been restored to the campus, which is home to the school’s marine and maritime program.

Aerial footage from KHOU-TV, a CBS affiliate, showed a collapsed portion of what appeared to be an abandoned railroad bridge that ran alongside the causeway. A large chunk of concrete and metal lay across the bow of the barge as a long vein of oil leaked from it into Galveston Bay. Emergency responders gathered on the road surface, and live footage showed pickup trucks arriving on the bridge

The accident in Texas comes nearly two months after a 985-foot-long cargo vessel crashed into the Francis Scott Key Bridge in Baltimore on March 26, causing a collapse that killed six construction workers and deepened anxieties about the state of the country’s

infrastructure. The Pelican Island bridge is just west of the Port of Galveston, a deepwater shipping channel that is among the busiest cruise ports in North America. More than 900 cruise and cargo ships and other vessels pass through the port every year, according to its website.

The bridge to Pelican Island was built in 1959 and carries an average of about 9,100 cars a day, most of which are heading to and from the campus, according to *The Houston Chronicle*. Most of the island is undeveloped, with only a single major road running across it.

In March, The Galveston County Daily News reported that the Port of Houston Authority had approved an agreement with Galveston County to provide land for a new \$100 million vehicular bridge and \$300 million for a rail bridge to the island.

From Eugene Jamison via *Trains*

CSX CEO Joe Hinrichs unveils Seaboard Coast Line heritage locomotive

Bill Stephens

CSX No. 1967 is the 14th heritage unit painted at the railroad’s Waycross, Ga., shop

May 21, 2024 <https://www.trains.com/> Waukesha, WI
Jacksonville, FL — CSX’s latest heritage locomotive honors Seaboard Coast Line.

“Excited to share with you all our latest CSX Heritage Locomotive #1967 – the Seaboard Coast Line (SCL). Established in 1967, the Seaboard Coast Line railroad was a result of the

merger of the Seaboard Air Line Railroad and the Atlantic Coast Line Railroad,” CSX CEO Joe Hinrichs wrote in a LinkedIn post this morning. “SCL had the majority market share in the southeastern United States. SCL eventually became part of the Family Lines System before CSX was formed in 1980. Another great job by our ONE CSX team in Waycross, GA. Enjoy.”



CSX ES44AH No. 1967 is a salute to Seaboard Coast Line. (Photo by CSX)

The CSX heritage fleet now numbers 14 units representing predecessor lines. Among them: Family Lines; Pere Marquette; Richmond, Fredericksburg & Potomac; Baltimore & Ohio; Chessie System; Seaboard System; Conrail; Chesapeake & Ohio; Louisville & Nashville; Atlantic Coast Line; New York Central; Monon; and Western Maryland.

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From Trains

Downed catenary halts Amtrak and commuter service between New York and Philadelphia

Delays are expected to continue today from the roughly five-hour outage that began on Wednesday evening May 23, 2024 <https://www.trains.com/> Waukesha, WI

Amtrak and commuter service between New York and Philadelphia was suspended for hours at the height of the evening rush hour on Wednesday after catenary came down in Kearny, N.J.

Service between New York and Newark, N.J., was initially suspended at 5:05 p.m., prompting backups that cascaded along the Northeast Corridor. An Amtrak spokesman told the New York Times that some northbound trains bound for New York were terminated in Philadelphia, where passengers had to find their own alternate transportation.

Limited service was restored around 10 p.m. “As of 10:34 p.m. ET, due to downed power lines east of New York (NYP), trains experienced extensive delays. As crews work to restore power, trains are single tracking and will experience residual delays throughout the night,” Amtrak said in a service advisory.

The delays were expected to linger today on the Northeast Corridor.

In an advisory this morning, NJ Transit said its

rail commuters should expect delays and cancellations today due to residual impacts resulting from crew availability and equipment that was out of position as a result of last evening’s service disruption. The only exception: Service on its Atlantic City line was normal this morning.

From Trains

Railfan weekend on the Vermont Rail System

60th anniversary of Green Mountain Railroad May 30, 2024 <https://www.trains.com/> Waukesha, WI

Join *Trains* Magazine staff members Kevin Gilliam (video producer), Carl Swanson (editor), and Nastassia Putz (production editor), for a railfan weekend photo charter event in Rutland, Vt., on Sept. 28 and 29. We are celebrating the 60th anniversary of the Green Mountain Railroad (Bellows Falls Line).

We will be exploring the Vermont countryside with a relaxing ride on our exclusive chartered train. Motive power is tentatively scheduled to be Vermont Rail System Alco RS1 No. 405 pulling an all-green, three-car passenger train. The diesel locomotive will be lettered Green Mountain for that day! A bonus surprise is planned for attendees at the end of the event.

Tickets are available at: <https://www.eventbrite.com/e/railfan-weekend-on-the-vermont-railway-with-trains-magazine->

[tickets-915456012577](https://www.eventbrite.com/e/railfan-weekend-on-the-vermont-railway-with-trains-magazine-tickets-915456012577), via Eventbrite.

We will cover the following lines on this two-day charter:

- Rutland-Bellows Falls round trip on September 28th. This is the original Green Mountain Railroad route.
- Rutland-Burlington round trip on September 29th.

Included:

- Round-trip rail fare.
- Photo stops at selected scenic locations.
- A box lunch served on board both days.

Not included:

- Transportation to and from Rutland, Vt., overnight lodging, and meals, other than the box lunches.

Tickets are \$375 per person, limited to 125 people. Can't wait to see you all there!

From Joe Mullins via *Trains*

Workers killed on Benjamin Franklin Bridge entered track area too soon, NTSB report says

Failure to address right-of-way information in job briefing a contributing factor May 28, 2024 <https://www.trains.com/> Waukesha, WI Washington, DC – Two workers struck and killed by a PATCO train on the Benjamin Franklin Bridge in Camden, N.J., had entered the right-of-way before a track outage for maintenance work had been established, the National Transportation

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Safety Board said in determining probable cause as part of its final report on the Oct. 14, 2022, incident.

A failure to address right-of-way information in the pre-shift job briefing, although it was required under the Port Authority Transit Corp. Right-of-Way Safety Plan, was a contributing factor, the agency said in the final report released on Thursday, May 23.

The two workers were struck and killed about 9:21 p.m. by a westbound train traveling 33 mph on Main Track 2 of the bridge linking Philadelphia and Camden; they were subsequently identified as Victor Martins, 55, and Donato Fiocca, 53, of contractor JPC Group Inc. [see “Workers killed on Ben Franklin Bridge ...,” *Trains News Wire*, Nov. 3, 2022].

The workers were scheduled to put new caulking on columns of the bridge near the track’s third rail. Track 2 was scheduled to be taken out of service at 9:30 p.m., but the workers had entered the area — a close-clearance area with insufficient room for both people and trains — before that time. The train’s operator saw the workers and began emergency braking but struck them and continued about 100 feet before stopping.

Subsequent to the accident, the New Jersey Department of Transportation issued a safety action letter requiring PATCO to take five actions:

A safety stand down to discuss the incident and review PATCO’s roadway worker protection program; providing NJDOT with updates on the accident investigation every 30 days; corrective actions including a requirement that PATCO representatives much be present when roadway workers enter the right of way; submission of forms showing completion of job briefing for all contracted work; and a review of PATCO’s Safety System Oversight program monitoring.

For a Laugh

A Whole Different Story

An old woman, on a cruise, walks into one of the bars on the ship and tells the bartender, “A scotch with 2 drops of water.”

“Yes, ma’am,” he replies.

She grabs the glass and says, “Today is my 80th birthday.”

“Well, happy birthday,” says the bartender. “Let me get that for you. Your drink is on me.”

“Thank you young man.” She drinks it and outs the glass on the bar.

The second bartender walks up and says, “I’d like to buy you a drink myself.”

“Thank you, too. I’d like a Scotch with 2 drops of water.”

“Coming right up,” says the 2nd bartender.

After she finishes that one, the guy sitting to her left says, “Let me get you the next one.”

“Aren’t you a sweet one. Scotch with 2 drops

of water,” says the lady.

Intrigued, the 1st bartender asks, “Why Scotch with 2 drops of water?”

She replies, “As you get older you learn how to hold your liquor. But, holding your water is a whole different story.”

Wife Calls a Husband

Husband – “Hello?”

Wife – “Honey, it’s me. Are you at the club?”

Husband – “Yes.”

Wife – “Great! I am at the mall two blocks from where you are. I just saw a beautiful mink coat. It’s absolutely gorgeous!! Can I buy it?”

Husband – “What’s the price?”

Wife – “Only \$1,500.00.”

Husband – “Well, OK, go ahead and get it, if you like it that much...”

Wife – “Ahhh, and I also stopped by the Mercedes dealership and saw the 2025 models. I saw one I really liked. I spoke with the salesman, and he gave me a really good price...and since we need to exchange the BMW that we bought last year...”

Husband – “What price did he quote you?”

Wife – “Only \$86,000...”

Husband – “OK, but for that price, I want it with all the options.”

Wife – “Great! But before we hang up, something else...”

Husband – “What?”

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Wife – “It might look like a lot, but I was reconciling your bank account and...I stopped by the real estate agent this morning and saw the house we had looked at last year. It’s on sale!!

Remember? The one with a pool, English Garden, an acre of park area, beachfront property.”

Husband – “How much are they asking?”

Wife – “Only \$450,000!! A magnificent price...and I see that we have that much in the bank to cover...”

Husband – “Well, then go ahead and buy it, but just bid \$420,000. OK?”

Wife – “OK, sweetie...Thanks! I’ll see you later!! I love you!!!”

Husband – “Bye...I love u too...”

The man hangs up, closes the phone’s flap, and raises his hand while holding the phone and asks to all those present, “Does anyone know who this phone belongs to?”

Upcoming Events

(www.railservice.com and *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.

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 2024 – First State Model Railroad Club’s 39th Anniversary.

July 13-14, 2024 – Greenberg’s Train & Toy

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Show. Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA. 10a-4p. More info at: www.trainshow.com.

August 2024 – Delmarva Model Railroad Club’s 40th Anniversary.

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.

September 29, 2024 – ECTP & Collectibles, L.L.C. Presents the Brick Train Show. Brick Elk Lodge #2181, 2491 Hooper Ave., Brick, NJ. 9a-2p. Admission: \$7, kids under 10 FREE. We have assembled 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. Door prizes, operating layouts, refreshments available. Test track to operate that new purchase, train repairs featuring the area’s premier model train dealers.

<https://www.eastcoasttrainparts.com/brick.htm>
October 12, 2024 – Fall 2Rail O Scale Train Show & Swap Meet at the Strasburg Fire Co. 203 W. Franklin St., Strasburg, PA. Hours 9a-1p. For tables or advance admission please complete the form at

<https://www.facebook.com/Strasburg2RailShow/>
Send it with payment to Rich Yoder, 625 Anne

Dr., Wernersville, PA 19565. He can also be reached via email at oscale48@comcast.com or in the evening at 484-256-4068. There will be an auction to benefit the Strasburg Fire Company at noon on October 12th.

October 12-13, 2024 – Great Scale Model Train and Railroad Collectors Show, Maryland State Fair 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>

November 3, 2024 – Brick Train Show. Brick Elks Lodge #2151, 2491 Hooper Ave. Brick, NJ. Hours 9a- 2p. For details, please visit:

<http://www.eastcoasttrainparts.com/brick.htm>

November 23-24, 2024 – Greenberg’s Great Train and Toy Show. New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ. Details to be published at www.trainshow.com.

November 30, 2024 - Open House at the Hagerstown Model Railroad Museum at Antietam Station. 17230 Shepherdstown Pike, Sharpsburg, MD. Hours 10a-2p during train show in Sharpsburg. Model railroads will be operating in HO, O, N and S scale. For details, please visit:

<https://antietamstation.com/upcoming-events/>

November 30-December 1, 2024 – Delmarva Model Railroad Club Annual Open House. 103 E State St., Delmar, DE. Sat: 11a-4p; Sun:

Noon-4p. Free parking & admission. 7 layouts in 10 different gauges. Refreshments and White Elephant Table available. For info, visit: call 302-856-9250, or visit:

www.delmarvamodelrailroadclub.com.

December 7-8, 2024 – Delmarva Model Railroad Club Annual Open House. 103 E State St., Delmar, DE. Sat: 11a-4p; Sun: Noon-4p. Free parking & admission. 7 layouts in 10 different gauges. Refreshments and White Elephant Table available. For info, visit: call 302-856-9250, or visit:

www.delmarvamodelrailroadclub.com.

December 7-8, 2024 – Greenberg’s Great Train and Toy Show. Maryland State Fairgrounds, 200 York Rd, Timonium, MD. Details to be published at www.trainshow.com.

Club Officers:

Tim Burlingame, President	John Gladmon, Director (2026)
Vacant, Vice President	Joe Mueller, Director (2025)
Linda Long, Secretary	Ivan Smith, Director (2025)
Bill Deeter, Treasurer	Jeff Shockley, Director (2026)
Charlie Larrimore, 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	

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Free Admission & Parking Behind St. Stephens Church

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Nov. 30th & Dec 1st 2024

Dec. 7th & 8th 2024

Jan. 4th & 5th 2025

Jan. 11th & 12th 2025

Saturday 11 a.m. to 4 p.m. • Sunday 12 p.m. to 4 p.m.

**Over 8,000 Sq. Ft. of
Operating Train Layouts**



Z Scale
N Scale
N Trak Modules
HO Layout
S Gauge
O Gauge Tinplate
O Scale Lionel
LGB (G Gauge)

*Railroad Café - Food & Beverage available for purchase benefiting
Christ Connections Youth Group of St. Stephens Church*

Check our website for next seasons Holiday Open House.

Typically held the weekend after Thanksgiving and the 1st weekend in December, the weekend after New Year's and the following weekend. For exact dates and more info Follow us on FB/DMRRC or <https://www.delmarvamodelrailroadclub.org> or call 302-548-4586

