

Next Meeting

Our next meeting will be on Wednesday, August 7, 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.

Special Feature

Since this is the club's 40th birthday issue, there is a special feature, *Over the Past 40 Years*, at the back of the newsletter. The pictures are not in any particular order, I just fit them in where they would fill up a page. Unless otherwise noted, the pictures are from Bill Deeter's disk drive collection..

Happy August Birthdays:

- John Burkit
- Delmarva Model Railroad Club
- Pete Genero
- Kevin Lehman
- Paul Moore
- Mary Mueller

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.

If an electrician's child gets into trouble, would they be grounded?

Club News

Club Logo Apparel

Linda Long

DelMarVa Model Railroad logo hats are now available. We have two styles: summer (mesh panels), or winter (no mesh). One size fits all, with a Velcro adjustment strap on back of hat. Member price is \$20 per hat. If you want to purchase a hat, contact Linda Long at the club on Wednesdays.

We will offer these hats for sale to non-members at a price of \$25.



Additional apparel (polo shirts, button shirts, t-shirts, hoodies, etc.) are also available for purchase directly from our vendor (Robinson's).

These items will not be sold through the club; individuals interested in these items should visit Robinson's to place orders and are responsible for payment for these items.

Robinson's will also embroider the club logo on items not purchased through them. If you have a piece of apparel you would like to have the club logo on, visit Robinson's.

Vendor information:

Robinson's
2410 North Salisbury Blvd., Suite 103
Salisbury, MD 21801
410-546-0817

ScaleTrains, Delmarva MRRC and Mini Open House



Shane (L) and Michelle Wilson (R) during their "Meet and Greet" hosted by the club. (Photo by Jeff Shockley)

On July 24, ScaleTrains, a manufacturer of S, HO and N scale trains, made a "Road Trip Meet & Greet" stop at the club. Their presentation started at 7pm and was very informative about what goes into producing a model train. This took place in the 1st floor conference room of Camelot Hall.

There were 55 participants in attendance representing the Delmarva Model Railroad Club; First State Model Railroad Club, Dover, DE; Delaware Train Gang, Dover, DE; Delaware Seaside Club Ocean View, DE; Shore Boyz

Railroad Club, Mardela Springs, MD; Delmarva Train People of Greensboro, MD and members of the general public

One individual, from Gibsonville, NC was given a prize for traveling the furthest distance.

Earlier in the day, from 3-7pm, the club held a “mini” Open House for anyone that wanted to visit the club before the presentation.

Club members had trains running on the HO and N scale layouts with all the motive power being ScaleTrains locomotives.

The Tinsplate, G Scale, Thomas, S scale, O gauge and N modular layouts were also running.

We had 38 visitors who enjoyed the layouts and had refreshments, also.

I received the following comments about the “Meet & Greet” in my email (identities hidden):

- “Only thing I'd suggest is maybe a mic and a PA so people in the back could hear better. We really enjoyed the evening. Thanks again for having us.”
- “My wife and I enjoyed both the open house and the Meet & Greet. Really enjoyed watching the many scales of trains you had running. Thank you for the pizza and drinks, too.
- I just moved into the Salisbury, MD area and am looking for a club to help me with my personal layout. I grabbed an

application and a schedule for your upcoming open houses.”

- “I was amazed that I was actually encouraged to “touch and feel” the display items.”
- “I have several ScaleTrains items on my layout. GREAT quality and workmanship.”

Due to space this month, pictures from both events will be included in next month's *Delmarva Timetable*.

Layout News

Tinsplate Layout News

Charlie Larrimore, Tinsplate Coordinator

This Open House season the Tin Plate layout will be running some new cars, a pickle vat car; a lobster vat car; a Campbell soup vat car and a Libby's crushed pineapple vat car. It should be a colorful addition to the layout.

Scale Train Mini Open House Report

John A. Nawn

In conjunction with Scale Train's visit to our club on Wednesday, July 24, the HO Layout conducted an Open House Style operations preceding and following the presentation from Scale Trains. Operations were conducted under the authority of the Dispatcher, much like our ‘regular’ open house sessions.

To honor our guests, the Open House was conducted with only Scale Trains locomotives

pulling club trains around the layout. The locomotives were supplied by our members and included (4) SD40-2s, (3) SDL-39s, (3) GP-30s and one each of the following: SD40-3, SD38-2, C39-8, C40-9, ET44AH and an ES44AC. Road names represented include, Soo, Milwaukee Road, Southern, NS, EMD lease, CNW, Southern and seven (7) current or former roads now belonging to CSX including CSX, B&O and L&N.

Seven operators were present to move trains around the layout. The first train rolled at 2:20 with as many as seven trains moving simultaneously, east and west, around the layout. Train operations continued until 6:40 and were temporarily stopped for the Scale Trains presentation. Following the presentation, operations re-commenced and continued until approximately 9:00 PM. After their presentation, Scale Trains President, Shane Wilson and his wife visited the layout.

The layout and trains performed well, with only a few teething problems. It was a good trial run as we build up to our 2024-25 Open House Season. This dry run confirmed the importance of the ‘five test laps’ required when introducing new locomotives to the layout before Open House operations.

NOTE: date changed to 3rd Saturday
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 Aug 17, 2024, 12:00 pm (please try and arrive around 11:30am to be ready to roll by 12)

Where: Delmarva Model Railroad Club, 103 East State Street 2nd Floor (stairs only), Delmar, DE 19940

For Map:

<https://delmarvamodelrailroadclub.org/>

More Layout Info:

<https://delmarvamodelrailroadclub.org/home-scale-layout/>

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 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 feed from Wheeling another staging yard.

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

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

Equipment used for Operations on the DMRRClub HO Layout

Bill Deeter

Just a short explanation of where the operations equipment that stays on the layout for general operations use comes from.

It is all but impossible to have a smooth operating session if the equipment does not stay on the layout. The club does not own enough equipment to supply it all. When we started operations years ago, the club did not own a single locomotive and very few other pieces of rolling stock. We are fortunate enough that over the years we have received a few pieces of equipment donated that the maintenance department have repaired and upgraded but that is still nowhere near enough. So where does the equipment come from? The majority of the equipment used belongs to members that have

joined the **DMRRClub Lease Program**. So when you are running a train during an operating session it generally belongs to a member willing to include their equipment in the lease program.

The lease program is pretty simple. Members supply equipment that they are willing to leave on the layout to run in the trains by people attending an operations session. The equipment is rostered with the owners name and a car card printed that has the owners name as well (it is generally a good idea to also mark your personal equipment).

The maintenance department generally handles maintenance and testing to make sure the owner prepared the equipment to a minimum of NMRA standards. In addition, locomotives generally need shopped off site to be speed matched to blend into the rest of the fleet. A road loco needs to be able to run with any other road loco as power does not stay with the same train at all times.

So, what kind of equipment is used? If you do not know, we are modeling the early Chessie System, which includes the B&O, C&O and WM, as well as interchange traffic to include NYC, PRR, NW & DT&I. The era is a bit sketchy but roughly 1968 to 1976 (I tend to say the ACI label period (others would like to see it earlier as in maybe 72). However, in order to keep passenger trains alive in our little world

Amtrak has not happened as we are using a 68 passenger schedule..

As it stands, we are not really looking for much in the way of freight cars but if a member has one they want to see running, we will try to work with them. We can generally put sound locomotives in the correct livery and period to work. We still have a large non-sound fleet that would be nice to update.

Let me make it clear that generally you can bring in any kind of equipment to run (except during ops) and the best time to do that would be on a meeting night as there is generally no staging or work being performed on a meeting night. At any other time, there may be staging trains moving about or other work happening.

When it comes to open house season, anything can be run.

July Dispatchers Report

John A. Nawn

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

Seventeen operators were present for the session including the Superintendent, Dispatcher, Parkersburg High (PH) yardmaster, Chillicothe (CH) yardmaster, Midland Steel yardmaster, Parkersburg Low (PL) yardmaster, and the Weiland and Port Charles Trainmaster, leaving

five mainline operators, and five operators for the Ohio River subdivision.

We continued where we left off the schedule in June. We moved 16 trains with 205 cars eastbound on the mainline and 9 trains with 126 cars, westbound. The Main Street Job was annulled, but word is that it may start running at the next session. Three extras were operated, under Form 19 orders, to balance traffic between Parkersburg (PH) and Chillicothe (CH), two extra CH97s and one extra PH 98. The Ohio River subdivision handled 101 cars with the W&PC moving 53 cars. A grand total of 485 cars were moved this session.

The session started promptly at noon with the last local tying up at 5:00. We completed the schedule and started 6 trains into the next schedule before operations ceased. All trains were reported complete at the end of the session except for the Portsmouth Subdivision which died on the law and will be completed at our next session. The Dispatcher continued to align all trains in and out of GR and through West Union. Hard to believe there are only three monthly operations sessions left for 2024. So why not join us on Saturday, **August 17** for our next operations session. ***Please note the change as this is the third Saturday.*** We will again be starting where we left off last session. All are invited and we can certainly use a few more

mainline operators. 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.*

MMC-ROC

John Nawn

Part of my work includes attending and participating in quarterly progress review meetings with Federal Transit Administration grantees to track the progress of how they are spending the billions of dollars granted to them from the federal government (our tax dollars). In May, our NJ Transit Quarterly Progress Review meeting was held at NJ Transit's Meadowlands Maintenance Facility (MMC) / Rail Operations Center (ROC) located in Kearney, New Jersey. The MMC serves as the repair shop for all NJ Transit rail equipment and the ROC is the operations/dispatch/training center for NJ Transit, located in the same complex.

The MMC does running and heavy repairs for all NJ Transit's diesel locomotives,

Things My Parents Never Taught Me

1, It isn't the dryer that shrinks your clothes, it turns out to be the refrigerator.

2, Camping: where you spend a small fortune to live like a homeless person.



Primarily the GP-40PH-2 fleet;



the electric fleet;



the dual mode locomotives;



the MU-fleet;



and the passenger fleet, both single level



and two level.



MMC also does contract work for MTA/Metro-North.

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The MMC is a full heavy repair shop including lifts and drop tables and performs everything from traction motor replacement to repair of the occasional fender-bender.



Outside the MMC is NJ Transit's primary storage and layover yard

Model Railroad Open House Schedule

Karen Darlin

Signups for the 2024 November Model Railroad Open House event will open the first

week of September and run for 3 weeks. All signups will be done online at www.modelrailroadopenhouse.com as in years past.

Open Houses will run November 1 - 30 with the exception of outdoor garden railroads on October 26-27.

Please plan your dates carefully. As always, we allow cancellations, but no date or time changes.

If you have any questions, please email: modelrailroadopenhouse@gmail.com.

A Trip to the B&O RR Museum

John Nawn

When's the last time you've been to the B&O Railroad Museum. Maybe you go all the time, but for me, it's been about 20 years. In Father's Day this year, my took me and the three oldest grandchildren to a Phillies game at Camden Yards (I forget who they were playing...lol) but first, I stop at the B&O RR Museum. The rotunda is still as cool as I remember.



We rode the 'Mile 1 Express' which takes you on the first mile of the B&O. Of course, the best part was the train was pulled by a GP-30.



One of the highlights for me was seeing Budd Slumbercoach Dreamland, just like we have on the layout.



Jeff Dunham & "Walter-isms"

Walter: Just once, I want a username and password prompt to say: "close enough."

Walter: I'm a multitasker. I can listen, ignore, and forget all at the same time!

Walter: My body is a temple -- ancient and crumbling.

Lots of cool stuff in the museum, including this one for our Superintendent.



If you haven't been there in a while, it's worth the trip.

From Jon Black via *FRI Media (Pty) Ltd*

Canadian National launches firefighting trains to protect supply chains from wildfires

July 28, 2024 <https://www.frimedia.org/> Greenstone, South Africa

Canadian National (CN) announced the addition of two new firefighting trains along with two additional railcars to its fire mitigation and suppression fleet. With wildfires underway across Canada, this specialized fleet, the *Trident*

and the *Neptune* trains will join CN's existing firefighting train, *Poseidon*. Together, these three trains will provide support in combatting wildfires along CN's right-of-way, bringing a significant amount of water and fire suppression capacity to isolated areas, helping to ensure the fluidity, safety and security of goods on CN's network and surrounding communities.



The *Trident* and the *Neptune* trains will join CN's existing firefighting train, *Poseidon* (Photo by CN)

As extreme weather events increase in frequency and duration, CN recognizes the critical importance of taking proactive measures to safeguard its role in powering the economy, supporting supply chains and transporting goods and materials to and from markets. *Poseidon*, *Neptune* and *Trident* are operated by specially trained employees and contractors and are purpose-built to strengthen CN's rail network against the impact of wildfires.

"Our priority is to maintain the integrity of the supply chain so that we can continue to serve our customers and power the economy. By deploying

these new firefighting railcars, we're not only reinforcing our commitment to securing the supply chain, but also helping to support the safety and security of our neighbors in communities along our network", said Matthew McClaren, assistant vice-president, Safety, at CN

CN works closely with federal, provincial and municipal wildfire management authorities, along with Indigenous communities, to strategically deploy these assets where they can be safely and effectively used in response to wildfires. CN is committed to the safety and well-being of its employees, customers, and the communities through which it operates.

About CN's firefighting railcars

Poseidon, CN's proof of concept and first firefighting railcar is a 66-foot bulkhead flat railcar equipped with two 3 500-gallon tanks, three water pumps, fire hoses, and a diesel-electric generator. Two tank railcars, each with a capacity of nearly 21 000 gallons, are attached to either side of the flat railcar. The railcar can safely emit various forms of fire prevention and suppression substances, including water, foam and fire retardant.

CN's *Trident* and *Neptune* firefighting railcars are similar in design to *Poseidon* but with some key improvements, such as additional 360-degree cameras placed at both ends for real-time visibility. Other new features include a separate

20-foot container to hold pumps, hoses and generators, as well as a 40-foot container with a built-in staircase and crow's nest. The crow's nest has two additional water cannons and provides greater visibility for crews.



Canadian National has turned a flatcar, two tank cars, and a track maintenance vehicle into a firefighting train, dubbed *Poseidon*, fighting Alberta wildfires (Photo by CN)

About CN

CN powers the economy by safely transporting more than 300 million tons of natural resources, manufactured products, and finished goods throughout North America every year for its customers. With its nearly 20 000-mile rail network and related transportation services, CN connects Canada's Eastern and Western coasts with the US Midwest and the Gulf of Mexico, contributing to sustainable trade and the prosperity of the communities in which it operates since 1919.

To see a short video of the firefighting train in action, visit:

<https://youtu.be/NwR7Iv42pUg?si=RsAcSv8nkQ-NQRwg>.

From Trains

BNSF has yet to set timeline to replace North Sioux City bridge

Span over Big Sioux River washed out June 23 July 2, 2024 <https://www.trains.com/> Waukesha, WI
North Sioux City, SD – BNSF Railway says it has not determined a timeline for replacing the bridge between North Sioux City and Sioux City, Iowa, that collapsed June 23 as a result of flooding, and continues to re-route traffic through Creston, Iowa.

KTIV-TV reports that railroad spokeswoman Kendall Sloan said the railroad is coordinating with the U.S. Army Corps of Engineers and local levee sponsors on next steps. “We currently have a contractor on site that will mobilize material and heavy equipment to access the river and remove the spans,” Sloan said in a statement. “We also have a consultant engineer and bridge engineers on site to monitor the bridge closely for any changes, so we can react if needed.”

The bridge, used by both BNSF and the D&I Railroad, collapsed after the Big Sioux River reached a record height during recent storms [see “BNSF bridge on South Dakota-Iowa state line collapses,” *Trains News Wire*, June 24, 2024].

Senior Citizen Bucket List

Wake up. Nailed it!!

From Trains

CPKC train carrying hazardous materials derailed, catches fire in North Dakota

Emergency response ongoing after early morning incident
July 5, 2024 <https://www.trains.com/> Waukesha, WI
Carrington, ND – Multiple cars of a CPKC train carrying hazardous materials derailed and caught fire early today (July 5) in east-central North Dakota.

The Associated Press reports that 29 cars derailed, including cars carrying anhydrous ammonia, sulfur, and methanol, according to an official from the North Dakota Department of Environmental Quality. Wind was blowing the smoke away from the nearest town, Bordulac, which has about 20 residents.

CPKC said in a statement to *Trains News Wire* that it has “initiated its emergency response plan and launched a comprehensive, coordinated response” to the derailment about 3:30 a.m. about 10 miles southeast of Carrington. “Crews, including senior officers from our operations and hazardous materials teams, are responding to assess the situation. We are coordinating with local emergency response officials already on scene. The train is carrying hazardous materials.

There is a fire at the scene. There are no reports of injuries. The safety of the public and emergency responders is CPKC's first priority.”

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Photos posted to X.com show a number of burning tank cars straddling the single-track main line. No information is currently available on the type of material involved.

The derailment site is on CPKC's Carrington Subdivision, about 105 miles northwest of Fargo.

From Trains – Update #1

Fire continues to burn at North Dakota Derailment

Voluntary evacuation recommended near scene
July 6, 2024 <https://www.trains.com/> Waukesha, WI
Bordulac, ND – Derailed cars of a CPKC train continued to burn as of early today (July 6) in Foster County, N.D., with an official saying the goal is to extinguish the fire in the next 12 to 18 hours.

CNN reports Foster County Emergency Management Director Andrew Kirking said a voluntary evacuation recommendation had been issued for residents within a 1-mile radius of the derailment, which occurred about 3:30 a.m. Friday and involves railcars carrying anhydrous ammonia, sulfur, and methanol [see “CPKC train carrying hazardous materials derails ...,” *Trains News Wire*, July 5, 2024].

Kirking told CNN crews are trying to bridge a bog to get heavy equipment to the scene to move the cars. Pumping trailers are being used to fight the fire, he said.

The National Transportation Safety Board said in a post on X.com that it is investigating the derailment.

From Trains – Update #2

Fire mostly out at CPKC derailment in North Dakota

Work in progress to clear remaining hazardous materials from derailed cars

July 7, 2024 <https://www.trains.com/> Waukesha, WI
Bordulac, ND – The fire at the site of a CPKC derailment in North Dakota has mostly been extinguished, with cleanup and infrastructure repair work continuing today (Sunday, July 7).

KFGO Radio reports first responders remain on scene as the fire occasionally flairs up as the derailed railcars are moved. The process is now underway to remove remaining anhydrous ammonia and methanol remaining in the derailed cars before the cars can be cleared from the scene.

The Friday morning derailment on CPKC's Carrington Subdivision involved about 29 cars; up to 15 of those caught fire [see “CPKC train carrying hazardous materials derails ...,” *Trains News Wire*, July 5, 2024].

The thick black smoke resulting from the fire is now being attributed in part to carloads of plastic pellets that burned. The North Dakota Department of Environmental Quality has reported no signs of air contamination in the area

and that as of 5 p.m. Saturday, there were no impacts to soil or water outside the incident site.

From William Thomas via Trains

Rare-mileage trip on Reading & Northern to benefit museum

National Museum of Industrial History offers July 31 trip to Vosburg Tunnel

July 11, 2024 <https://www.trains.com/> Waukesha, WI
Bethlehem, PA – The National Museum of Industrial History will offer a day-long, rare-mileage trip to Vosburg Tunnel on the Reading & Northern Railroad, using two R&N Budd Rail Diesel Cars, on Wednesday, July 31.

The 3,900-foot former Lehigh Valley Railroad tunnel north of Tunkhannock, Pa., was completed in 1886. The trip, the 2024 Anthracite Railroad Ramble, will depart from R&N's new station in Nesquehoning, Pa., and will include a tour of the R&N Nesquehoning campus and photo run-bys at various locations. Departure time will be 9 a.m.

Tickets, sold on a first-come, first-served basis, at:

<https://www.nmih.org/even/anthraciteramble2>.

Sales end one week before the trip. Guests can bring their own lunch or pre-purchase a box lunch. Light snacks and drinks will also be available on the train on a cash basis.

“We are grateful to work with the Reading & Northern Railroad on our annual Anthracite

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Railroad Ramble,” museum historian Mike Piersa said. “The journey, destinations, and company aboard will make for a truly unique and memorable experience. Ticket sales will have a lasting impact as the funds raised will go a long way in supporting the Museum’s ongoing mission.” More about the museum at:

<https://www.nmih.org>

There will be no assigned seating, and no ticket sales the day of the trip. All children must have a ticket regardless of age. The railroad reserves the right to substitute equipment as conditions require.



Reading & Northern RDC1 cars 9168 and 9167 emerge from Buck Mountain Tunnel near Mahanoy City, Pa., on an Aug. 23, 2021, excursion to Girardville, Pa. A rare-mileage excursion aboard R&N’s RDCs will visit the former Lehigh Valley Railroad Vosburg Tunnel. (Photo by Dan Cupper)

Married Man Syndrome

Under new management. See wife for details.
Never laugh at your wife's choices. You are one of them.

From Bob Simms via Trains

Britain’s Royal Mail to end rail operations

Keith Fender

Almost 200 years of mail by rail to end in October July 11, 2024 <https://www.trains.com/> Waukesha, WI The British postal service, Royal Mail, has announced it will stop using its dedicated fleet of mail and parcel carrying trains in October, giving the rail freight company that runs the trains on its behalf, DB Cargo, three months’ notice.

Royal Mail has told DB Cargo that its rationale for the decision is because of the cost of running electric trains (British electricity prices have risen considerably since Russia invaded Ukraine in 2022) and because its purpose-built train fleet now needs expensive investment. Royal Mail will switch the mail and parcels to road transport. The postal company has also been investing heavily in “green” trucks, using hydrotreated vegetable oil (HVO) instead of diesel, and battery delivery vans. The company has presented this, plus plans to reduce its use of short-haul mail flights, as evidence to investors that it is not dropping its goal of operating in a Net-Zero emissions way by 2040.

Royal Mail – rail pioneer

Royal Mail is called that because it was originally set up to carry the Kings’ mail. King Henry VIII (more famous for having six wives) formally established it in 1516 and Charles I

(most famous for being executed – and giving his name to Charleston, S.C.) opened it up to other users in 1635 (largely so they could subsidize his continued use of the system). In the following centuries, the British Post Office led the world, in 1840 introducing cheap “Penny Postage” and inventing postage stamps.

Mail carriage by the then-new railways started even earlier, in 1830, with the opening of the world’s first mainline railway, the Liverpool & Manchester Railway. Beginning in 1838, sorting mail on moving trains began between London and Birmingham, and within a few years most rail companies had dedicated equipment and began running trains under contract to the Post Office.

Travelling Post Office trains [RPOs in U.S. parlance] ran in Britain until 2004, with postal sorters sorting the mail on the move. In their last few years, they operated from a new rail/mail hub built in Willesden, North London, replacing the former operation that used passenger stations in central London. To make the new hub more efficient, a fleet of 16 brand new four-car, mail-carrying, 100-mph EMUs, known as Class 325, were bought by Royal Mail in 1995. These carried mail in roll cages and had no onboard postal staff. These are the only mail-carrying trains still in use in Britain.

The old Travelling Post Office (TPO, the

equivalent to U.S. Railway Post Office) trains used locomotives and specialized cars, but ceased operation in 2004. The Great Western Night Down TPO is shown at Reading in August 1984; this train ran between London and Plymouth. Keith Fender

For a few decades in the 20th century, the postal system boomed. With advertising mail growing, the volumes to be moved increased enormously, but since the late 1990s this has changed, as advertising moved online and onto peoples' phones, as did previously mail-oriented tasks like paying bills. Like postal services in most countries, these days the main business is delivering packets and parcels for online retailers, and the business is highly competitive. Royal Mail was privatized in 2013 and is currently in the process of being bought for around \$4.5 billion by a company based in the Czech Republic.

Electricity and maintenance costs decisive

An internal briefing for DB Cargo UK staff has been widely shared within the British rail industry. In it, the company's CEO, Andrea Rossi, talks about his "profound disappointment" at the decision, which he describes as "...a major U-turn by Royal Mail, which had previously committed publicly that it would increase its use of rail freight." He adds that the postal company's decision to switch to road transport is "not just

disappointing for DB Cargo UK, but the wider rail freight sector too." Rossi tells his employees, some of whom may lose their jobs as a result, that "Royal Mail has made it clear that its decision is purely down to the increasing costs of electric traction and the high investment needs of its aging Class 325 fleet," adding that Royal Mail has repeatedly confirmed that DB Cargo's operation of the contract has been "excellent."

Rossi says, "This is not a decision against DB Cargo UK but one against the economics of rail freight as a mode of transport." He adds that he is seeking urgent talks with the new British government and other policymakers to see what can be done to level the playing field between rail freight and what he describes as "the heavily subsidized road haulage sector," referencing the government's own policy target of switching freight from road to rail – not the other way around.

He also says that he had been lobbying the previous government to reduce or financially assist rail companies with the new higher electricity costs, as these are "beyond the price our customers can afford to pay." DB Cargo has chosen to remove its electric locomotives from use, citing electricity costs. By comparison, its competitor Freightliner, owned by Genesee & Wyoming, resumed use of its electric locomotives after a short period in 2023 when it

too sidelined them due to the cost of power.

Electric traction electricity prices for rail freight companies are set by the UK national infrastructure operator Network Rail and are currently £0.206 (\$0.27) per kilowatt-hour. By comparison, the average rate for transportation in the USA is around 50% lower at \$0.126 per kWh, according to U.S. Energy Information Administration figures.

The end of mail by rail in Britain has been threatened before — in 2003-04 — with the cost of the operation being part of the problem then, along with its reliability. However, on that occasion Royal Mail changed its mind and resumed use of its postal EMUs (with a new contractor). That equipment was then only 10 years old; now it is much older and needs major overhauls, another reason it is being sidelined.

In Europe, Royal Mail is far from unique in moving away from using rail to move mail. Similar changes have happened in many other countries, although parcels and online shipments are routinely carried in intermodal trains across Europe by logistics firms such as DHL. Some parcels are carried in containers in Britain and this won't change. In France, there was once a dedicated fleet of high-speed postal TGV trains, but these were sidelined in 2015. In Germany, the Netherlands, and Austria there] are no longer dedicated mail trains or cars. However, in

Switzerland, Sweden, and the Czech Republic, mail still moves in rail cars owned or operated by the postal service.

From Trains

Analysis: Railroads should copy Norfolk Southern shortline interchange project

Bill Stephens

Closely monitoring interchange leads to carload growth, NS and its short line partners learn

July 12, 2024 <https://www.trains.com/> Waukesha, WI

Throughout their history, railroads have been under the spell of the Not Invented Here Syndrome. If a rival railroad — or, worse still, an industry outsider — found a better way to do something, railroads would heap scorn on the idea. “Why, fill-in-the-blank would never work on our railroad!”

Actually, it probably would. And examples abound. Norfolk & Western and Nickel Plate Road clung to steam long after other big railroads had converted to diesel. Most railroads were initially skeptical of the double-stack well car, which eventually became an intermodal game-changer. And Canadian National and Norfolk Southern were late to the AC traction party, despite years of proof that the locomotives were superior to their DC brethren.

One idea that should not suffer delayed widespread adoption is Norfolk Southern’s Short Line Performance Project. In fact, the other Class

I systems should shamelessly copy the NS program that has produced outsized growth in carload traffic.

Unpredictable interchange between short lines and Class I railroads has been an intractable problem. The Class I might skip a scheduled interchange entirely, show up late after the short line’s crews have gone home for the day, or deliver the wrong cars. It doesn’t happen everywhere, and it doesn’t happen all the time. But talk to any shortline leader and they’ll tell you that interchange problems are a headache that occurs all too often. And they’re a carload killer.

Stefan Loeb, NS vice president of business development and first and final mile markets, knows about this from firsthand experience. Before joining NS last year, he was the chief commercial officer at shortline holding company Watco.

One of the things he brought with him to Atlanta — besides the can-do attitude that’s part of every shortline railroader’s DNA — was a simple idea about how to smooth interchange with Norfolk Southern’s short line connections. “If you can put visibility and data and communication around interchanges to improve their effectiveness and performance, you’re going to grow with your shortline partners,” Loeb says.

First, NS and 40 participating short lines use a spreadsheet to track interchange performance. Both give their views on prior day’s interchange. If the views don’t match, it gets flagged for attention. Second, the NS First and Final Mile Markets group and shortline partners chat through Microsoft Teams to quickly resolve and prevent service issues.

The results have been impressive so far. While NS’s overall shortline interchange volume was up 4.3% from March through June, volume for railroads participating in the Short Line Performance Project grew 6.5%. You could conclude that this is a low-cost way for a Class I railroad to produce carload volume growth — all while letting the short line do the hard work of courting customers and providing local service.

Short line executives from Genesee & Wyoming, OmniTRAX, and Watco praise the NS program, which they say is unique among the Class I systems.

It would be easy for any other Class I railroad to steal this idea and make it their own. There’s no patent, no proprietary technology, no artificial intelligence wizardry. It just takes three ingredients: The will to improve interchange, people to monitor shortline handoffs, and Microsoft Office (or an equivalent). Oh, and a fourth: The ability to forget it was Not Invented Here.

You can reach Bill Stephens at bybillstephens@gmail.com and follow him on LinkedIn and X @bybillstephens

From Trains

CSX train derails, damaging garages at residential complex

Incident occurred Saturday night in Fredericksburg, Va. July 21, 2024 <https://www.trains.com/> Waukesha, WI **Fredericksburg, VA** – A series of garages were damaged Saturday night when a CSX freight train derailed Saturday night in central Fredericksburg, [WRIC-TV reports](#).

The incident was reported to Fredericksburg police about 8:50 p.m. No injuries were reported, but five railcars struck a large wall separating the Cobblestone Square development, a commercial and residential complex, from the CSX main line. That wall collapsed, damaging four garage buildings.

[In a statement issued through Fredericksburg police](#), city Fire Chief Michael Jones said one of the garages was “completely flattened” and that two vehicles and one motorcycle were also damaged. City officials will work with Cobblestone management as the damaged buildings are stabilized or demolished.

No injuries were reported. While there were hazardous materials in the train’s consist, they were not involved in the derailment.

From Jacques St. Claire via NBC News Massive attack on French rail network brings travel chaos ahead of Olympic opening ceremony

Nancy Ing, Chantal Da Silva and Jean-Nicholas Fievet
SNCF Chairman and CEO Jean-Pierre Farandou told reporters that fiber optic cables in at least three locations had been set on fire.

July 26, 2024 <https://www.nbcnews.com/> New York, NY **Paris, France** – Hours before the opening ceremony of the Paris Olympics on Friday, part of France’s high-speed rail network was paralyzed by a “massive attack” that disrupted service for hundreds of thousands of passengers, officials said.

Prime Minister Gabriel Attal said the country’s intelligence services and law enforcement agencies had been mobilized to track down suspects as he warned in a post on X that “the consequences for the rail network are massive and serious.”

France’s national rail network SNCF said in a news release that a series of “coordinated” arson attacks had damaged a number of its facilities and services, while another “malicious act was foiled” on the LGV Sud-Est line connecting Paris and Lyon.

Calling the incident a “massive attack,” it said in an update that at least 250,000 passengers would be impacted Friday, with 800,000 expected to be affected over the weekend. A

sweeping number of services had to be canceled, it said, warning passengers affected to postpone their travel plans and “not to go to the station.”

Interior Minister Gérald Darmanin told reporters Friday afternoon that there are no threats against the opening ceremony, adding that the attack on rail services has had no direct impact on the Olympics other than inconveniencing people arriving or leaving by train. Darmanin described the sabotage as coordinated attacks against the French people rather than against the Olympic Games.

An unprecedented security operation has been put in place for the opening ceremony, including about 45,000 police officers across Paris and 10,000 military personnel in the Île-de-France region, the latter of which is the biggest deployment in the country since World War II and the biggest ever in peacetime.

On the River Seine, SWAT officers will travel on boats with the athletes, navy divers will inspect the hulls of vessels for explosives and sonar will be used to detect underwater intruders, with nets at locations on the river that act as entry barriers. The banks and bridges of the river are on lockdown and buildings and basements along the ceremony route have been searched.

SNCF Chairman and CEO Jean-Pierre Farandou told reporters that fiber optic cables in at least three locations had been set on fire. The

cables were connected to signal boxes and other rail infrastructure, he said.

Preliminary information from French law enforcement and intelligence organizations indicates that anarchists or extreme leftist groups are likely responsible for the coordinated sabotage attack on the French high-speed rail network, two senior law enforcement and intelligence officials in the U.S. briefed on the matter said.

The officials stressed the investigation is ongoing and the initial assessment is preliminary.

The attacks appeared to have been coordinated with the intention of causing massive disruption to the country's rail network, he added.

Paris' public prosecutor's office said in a news release that an investigation had been opened involving charges including damage to property likely to harm the fundamental interest of the nation, which can carry a sentence of up to 15 years' imprisonment and a fine of 225,000 euros, or around \$244,200.

French Transport Minister Patrice Vergriete also took to X, where he said "coordinated malicious acts" targeted several lines and would "seriously disrupt traffic until this weekend."

In comments aired by the French broadcaster BFMTV, Vergriete later said the disruptions appeared to unfold simultaneously and appeared intentional. It was unclear who might be

responsible.

One passenger, Maëliiss Davy, 23, said she had planned to travel from Paris to Nantes, a city in the Upper Brittany region of western France, for a friend's birthday Saturday, but was surprised to receive a message on the SNCF app saying her train had been delayed due to an "act of vandalism."

Her train was later canceled altogether, she said, speaking with NBC News over X. "Fortunately I've managed to book a train tomorrow morning at a station on the outskirts of Paris," Davy said. However, she added the train station, Gare Montparnasse, was full of confused, tired "and quite impatient" passengers whose travel plans had also been affected.

In Lille, passengers were scrambling to make it to Paris in time for the opening ceremony, Reuters reported.

Tomomi Guillochon, from London, received the same message as Davy and attempted to rebook a train.

"We tried to rebook but now it's delayed for another hour and twenty minutes," Guillochon told the outlet.

There was widespread confusion at Gare Montparnasse, with a busy crowd of passengers appearing calm, but eager for updates and answers about their delayed journeys.

Meanwhile, at Gare du Nord, trains appeared to

be back up and running normally at the travel hub by early Friday afternoon. SNFC trains were seen coming and going through the station, with arrival and departures listed as "on time" on travel monitors.

The Olympic opening ceremony is set for 7:30 p.m. local time here in the French capital.

SNCF said all tickets would be exchangeable and refundable and that passengers would be informed of updates via text.

Elsewhere, the Basel Mulhouse Freiburg Airport in eastern France was briefly evacuated because of a bomb scare. Police said that flights resumed shortly afterward.

Separately, Eurostar said in a statement on its website that all high speed trains between Paris and the northwestern city of Lille were being diverted from the high speed line to the slower, classic line.

It said it had mobilized teams stations, call centers, and onboard trains to assist passengers and provide them with updates.

The arrests come amid a recent uptick in terrorism and violent incidents outside of any Olympic games related concerns.

A 40-year-old Russian man was indicted Tuesday by investigators who believed he intended to "organize events likely to cause destabilization during the Olympic Games," the Paris prosecutor's office told NBC News.

Authorities were also probing electronic devices of an 18-year-old after he was arrested as part of separate investigation involving a terrorist organization French Interior Minister Gerald Darmanin said in an interview with BFMTV on Tuesday.

A man was also arrested last week on terrorism charges after he was accused of attacking a taxi driver in the Loire region, which came a day after a police officer was wounded in a knife attack in Paris.

Nancy Ing reported from Paris and Chantal Da Silva from London

From Trains

Locomotive derails, destroys garage for the second time

No one injured as CSX locomotive overruns end of wye July 28, 2024 <https://www.trains.com/> Waukesha, WI
Niagara Falls, NY – Apparently, trains vs. garages is the latest trend in derailments.

A CSX locomotive overran the end of a wye at the railroad's Niagara Falls Yard, derailed, and leveled a brick garage on Monday, July 22, [the Rochester Democrat & Chronicle reports](#), spilling up to 2,000 gallons of diesel fuel. It was the second time the house's garage has been destroyed by such an accident.

The latest incident followed a Saturday, July 20, derailment in Fredericksburg, Va., in which a CSX train knocked over a wall that damaged four

garages at a residential complex, destroying one [see "[CSX train derails, damaging garages ...](#)," *Trains News Wire*, July 21, 2024].

No injuries were reported in the Monday incident. Niagara Falls Fire Chief Gary Pochatko said 16 first responders attempted to contain the spill, although much of the diesel fuel reached the city's sewer system. It was then diluted with water from fire hoses. Pochatko said the locomotive was being operated remotely but CSX said in a statement that it was "not equipped for remote-control operations."

Homeowner Dean Harris [told WBEN Radio](#) that the garage, which is detached from his house, is a total loss, but there is hope that an SUV, motorcycle, and other objects inside might be salvageable. Harris told the station that his wife's grandparents had previously owned the house, and the garage had also been hit and destroyed, along with two cars parked inside, in a derailment in the 1990s.

From Trains

Justice Department sues Norfolk Southern over Amtrak delays

David Lassen

Case is first of its kind since 1979

July 30, 2024 <https://www.trains.com/> Waukesha, WI
Washington, DC – The U.S. Justice Department is taking Norfolk Southern to court, alleging the railroad's delays of Amtrak's *Crescent* violate

federal law.

The civil complaint, filed today (July 30) in U.S. District Court for the District of Columbia, alleges NS regularly fails to give the *Crescent* preference over freight trains as required by statute, leading to delays that harm and inconvenience passengers, impede passenger rail transportation, and negatively affect Amtrak's financial performance. The New York-New Orleans *Crescent* operates on NS-owned or managed track between Alexandria, Va., and New Orleans, including the state-owned North Carolina Railroad segment between Danville and Greensboro, N.C. In all, NS controls 1,140 of the *Crescent's* 1,377 route-miles.

In 2023, the Justice Department said, only 24% of southbound *Crescent* trains traveling on NS-controlled track arrived at their destination on time.

[The 16-page complaint](#) includes examples of significant delays, including a Nov. 25, 2022, instance when the northbound *Crescent* was held in a siding for 1 hour, 11 minutes to allow three freight trains to pass, and a Feb. 17, 2024, case where the northbound train was delayed for 2 hours when it was sent into sidings on three occasions for meets with four freight trains. It notes that because NS regularly operates freight trains too long for the sidings on the route, the *Crescent* is frequently delayed when it is

forced to follow the slower-moving freights.

“Americans should not experience travel delays because rail carriers break the law,” Attorney General Merrick B. Garland said [in the press release](#) announcing the suit. “Our action today alleges that Norfolk Southern violates federal law by failing to give the legally required preference to Amtrak passenger trains over freight trains. The Justice Department will continue to protect travelers by ensuring that rail carriers fulfill their legal obligations.”

Amtrak CEO Stephen Gardner said in a statement that the company appreciates that the Justice Department “is taking steps to enforce in federal court the long-standing federal law requiring that intercity passenger trains receive preference over freight traffic when we operate over shared rail lines. This critical action by the DOJ will help ensure our customers arrive at their destinations on time.”

Norfolk Southern spokesman Tom Crosson said in a statement to *Trains News Wire* that the railroad is “committed to complying with the law, working together, and honoring our commitments. Over the past several months with Amtrak, we have focused on the on-time performance of the Crescent passenger train. We hope to resolve these concerns and continue to make progress together.”

The move by the Justice Department is in

marked contrast to the other ongoing action regarding on-time performance for an Amtrak long-distance train. In that case, regarding the New Orleans-Los Angeles *Sunset Limited*, Amtrak requested an investigation by the Surface Transportation Board into the train’s on-time performance in December 2022, a first-of-its-kind complaint under a provision of the Passenger Rail Investment and Improvement Act of 2008 [see [“Amtrak asks federal regulators to investigate ...”](#) *Trains News Wire*, Dec. 9, 2022]. But that complaint is moving at an extremely slow pace, at least in part because the STB is essentially inventing its procedures for dealing with such matters. As of July 24, there have been some 119 filings and decisions in the *Sunset* case, and the railroads involved have received a number of deadline extensions in the board’s fact-finding process.

The Justice Department has taken a similar action before, but it has been some time: In December 1979, it sued Southern Pacific for favoring freights over the *Sunset Limited* in a 362-mile stretch between New Orleans and Houston. While that case went to trial, a consent order issued after the suit was filed led to enough improvement in performance that the case was eventually dismissed without a final ruling by the judge [see “The battle of the *Sunset Limited*,” *Trains Magazine*, March 1998].

For a Laugh

The Helpful Pilot

An airplane departed Boston bound for Seattle. Midway, there developed a problem forcing the plane to divert to Chicago.

The crew advised the passengers that they would be delayed about 90 minutes and could leave the plane, but be back to reboard in 60-75 minutes.

One regular passenger on the flight, who was blind and had her guide dog with her, was approached by the pilot, “Mary, it will be sometime before we get back into the air. Would you like to step off and stretch your legs?”

“Oh, thank you for asking, but no. I’ll stay right here,” the lady replied. “But I’m sure Charlie would like a nice walk.”

The disembarked passengers piled up to the ticket counter as they watched their pilot walk off the plane with a guide dog...and wearing sunglasses. Some of the crowd even requested to change airlines.

A Father’s Hearing

What the Father Heard:

“Dad, cancel my allowance immediately, rent my room out, throw all my clothes out the window, take my TV, stereo, iPhone, iPod, and laptop.

“Please take my entire jewelry collection to Cash Converters or the Salvation Army. After

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that, you can sell my new car, take my front door key, and kick me out of the house. Then disown me and never talk to me again. And don't forget to write me out of your will and leave my share to my brother."

What the Daughter Said:

"Dad, this is my new boyfriend."

A Railroader's Wedding



"Do you promise to love, honor and let him buy as many trains as he wants?"

Upcoming Events

(www.railserve.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.

Ongoing 2024 – Steaming Days. Marshall Steam Museum at Auburn Heights. 3000 Creek Rd., Hockessin, DE. 1st Sunday June-November. 12:30p-4:30p. Admission: \$12-age 13 & up; \$8-age 12 & under; infants free. Admission includes train or antique auto rides as well as entry to the Marshall Steam Museum, fresh steam-popped popcorn and all special programs. Mansion tour add-on-\$8 ages 13 & up; \$4 ages 12 & under. For more info see www.AuburnHeights.org.

August 2024 – Delmarva Model Railroad Club's 40th Birthday.

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.

August 31, 2024 – Selbyville Train Load Yard Sale by the Delaware Seaside Model Railroad Club. Clubhouse, 36668 Dupont Hwy., Selbyville, DE. Hours 8a-1p. Bring your own table/chairs/canopy. Register for exhibit space by calling John Hodges at 302-945-1627 or at jchodges46@verizon.net.

September 22, 2024 – Upper Chichester Train Show by the TCA Atlantic Division. Ballroom at the Phoenix, 1661 Mill Road, Upper

Chichester, PA. Hours 9a-1p with members admitted at 8a. For details, please visit <http://adtca.com/>. For information, please call Bob Lubonksi at 856-608-9265.

September 28, 2024 – Ocean View Delaware Seaside Model Railroad Club Indian Summer Train Show. Hope Center, 97 Central Ave, Ocean View, DE. Hours 9a-2p. For details, please visit www.delawareseasiderailroadclub.com or contact Skip Lee at 443-618-6866 or send email to ChessieTrain@comcast.net for information about tables.

September 29, 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>

October 12, 2024 – Fall 2-Rail 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.

Delmarva Timetable

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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 23-24, 2024 – Trainfest 2024. Baird Center, 400 W Wisconsin Ave, Milwaukee, WI. Show features:

- dozens of major model railroad manufacturers
- over 50 operating model train displays in many different sizes and scales
- over 500 tables of train related merchandise for sale
- FREE riding train for kids 170,000 square feet of model trains!

The show has been moved to the Baird Center from State Fair Park to improve the show and address past problems at State Fair Park.

The Baird Center has been completely renovated and now has over 1 million square feet of space. The halls Trainfest is using are brand new and open in May of this year. The Baird Center will offer the following improvements over State Fair Park:

- Easier Drive in access for Move In and Move Out.
- Lot of parking options
- Improved access to public transportation

- Better hotel access for those staying overnight
- Improved restaurant & entertainment options for those attending the show.

The Baird Center is a first class facility with plenty of space for the show to expand in the future while all being under one roof

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.

November 30, December 7, 14, 21, 2024 – Georgetown 13th Annual Model Train Display sponsored by the Delaware Seaside Model Railroad Club. Georgetown Public Library 123 West Pine St., Georgetown, DE. Hours 10a-1:45p. Handicapped Accessible.

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.

(Event and dates tentative as of press time)

December 7-8, 14-15, 2024 – Queen Anne's Railroad Society Festival of Trains. Kent Narrows Outlet Stores. 61 Piney Narrows Road, Chester, MD. 11a-4p. For general information, send an e-mail to: info@qarrs.org.

Club Officers:

| | |
|--|--------------------------------|
| Tim Burlingame, President | John Gladmon, Director (2026) |
| Rowland Ritte, 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 & T Scale | Steve Long, N Scale DCC |
| Robert Scott, S Gauge | |

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Over the Past 40 Years



Tim Burlingame, our current President
He also served as President from 2004-2005
(photo by Jeff Shockley)



Pete Genero, is an original Charter Member.
He has been an active club member for all 40 years.
(photo by Jeff Shockley)

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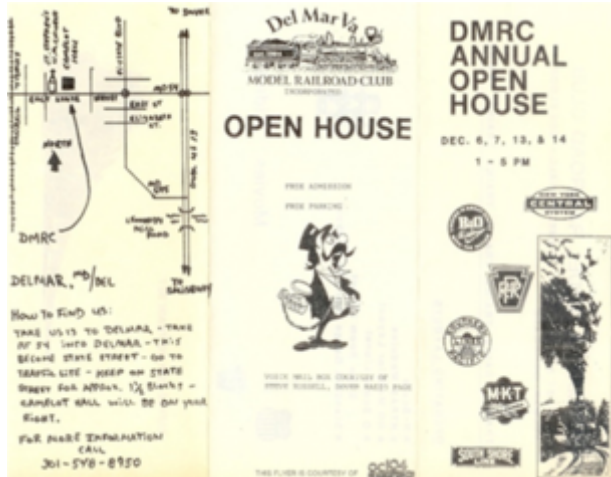
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Founder and 1st President, Bill Shehan, at the controls of the Tin Plate layout for Open House 2005-2006



Standard Gauge, N scale modules to the left.
Permanent N Scale layout in background



First Open House flyer - 1985



The permanent N Scale layout under construction, 1986

Original Charter Members - 1984

Don Bowen (R.I.P. July 2018)

David Correia (left area, rejoined club 9/2023)

Doug Crosley (left to form HO modular club)

Pete Genero (40-year active member)

Marion Kemp (moved out of state)

Lee Melvin (R.I.P.)

Kevin Morris (R.I.P.)

Robert Scott, Jr. (left with HO modular club)

William Schilling (R.I.P.)

Bill Shehan (R.I.P. December 2010)

Gary Smith (moved from area now Honorary Member)

Leo Stevens (R.I.P.)

Carl Wipprecht (R.I.P.)



1st Club car - 1994

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Charter member Carl Whipprecht doing what he did best; wiring.
(Approx. 1987)



O scale layout in 1999. N scale in the background.



2003-04 O Scale broke through the wall into
the front room



HO Scale layout expansion project – 2003



N Scale layout expansion project 2005



O Gauge layout staging yards construction
in Work Room, 2004

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1997 Club trip to DP&L Indian River Power Plant. Rotary dump emptying a coal hopper



Tinplate layout demolition before move to Front Room – 2004



HO layout covered from storm damage 2011



2023 Club trip to Lewes, DE
Lewes Junction Railroad's 1917 PRR Caboose
(Photo by Jeff Shockley)



Tinplate layout in Front Room.
Open House 2004-05



Smith Mining in water due to storm damage – 2011

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Sue and Fred Lagno 2017 Banquet guest speakers
March 1, 2017



Sue Lagno giving a presentation about
"The Trains in Queenstown"



Fred Lagno giving a presentation about
"The Realistic Model Railroad"

**DMRRC at Harrington Heritage Day
August 28, 2017**



Members greeting guests to Harrington Heritage Day
L to R: Joe Mueller, Charlier Larrimore, Bob Williams, John Huntzinger



John Huntzinger demonstrating moving railcars on the layout
while the others cheer him on.



The switch tower in Harrington.
Preserved by the Harrington Historical Society



Harrington is the home of the Delmarva Central Railroad

Delmarva Timetable

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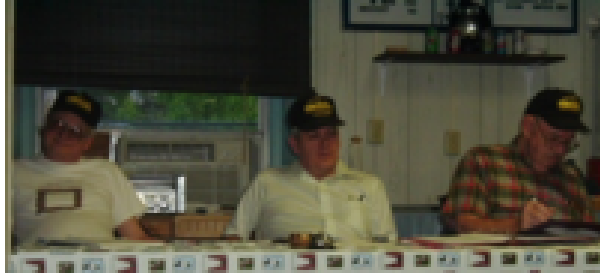
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Officers Named

New officers of the Delmarva Model Railroad Club were recently named. They are from left: Steve Russell, Delmar, treasurer; Bob Scott, Pocomoke City, president; Dave Corveia, Salisbury, director; Pete Genero, Salisbury, secretary; Don Bowen, Salisbury, immediate past president, and Doug Crosley, Eden, vice president. The club meets every Wednesday at 7:30 p.m. on the second floor of 105 E. State St., Delmar, and anyone interested in any phase of model railroading is welcome. Membership information may be obtained by writing the club at P.O. Box 18, Delmar, Del. 19840 or attending any meeting.
(Daily Times 10/28/85)



L to R: John Realini, Treasurer; Jeff Shockley, President; Bill Shehan, Secretary. Jeff was President 2005-07.



Ken Kidd (R) with Tony Koster (L) at the 1999 NMRA convention. Ken was President 1996-2000.

Past Presidents (not pictured)

| | | | |
|----------------|---------|---------------|---------|
| Charlie Rusell | 1989-91 | Rowland Ritte | 2007-09 |
| Gary Smith | 1991-93 | Adam Fleisher | 2009-09 |
| Bill Reddish | 1993-96 | Rowland Ritte | 2012-14 |
| John Irwin | 2000-02 | Greg Coughlin | 2014-15 |
| Matt Schramm | 2015-17 | | |



Pat Mulrooney and Bill Shehan
Pat was President 2009-12. Bill was President 1984-85.
(Photo by Jeff Shockley)



Bill Pokorny and Doug Crosley.
Bill was President 2002-04. Doug was President 1987-89.



Although not President at the time of this photo, Charlie Larrimore was President from 2017-2024

Delmarva Timetable

News of the Delmarva Model Railroad Club

August 2024

Celebrating our 40th year of promoting model railroading

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

Jeff Shockley, Editor

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

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L to R: Steve Russell, Charlie Russell, Pete Genero. The Russell brothers were responsible for, what is now, the permanent N Scale layout.



Thomas layout 2017



1999 Annual Meeting



Members building Weiland on HO layout



Bill Latourney & Bob Williams building storage unit in workshop



Finished storage unit



John Realini at the controls of the Tinplate layout Open House 2014-15



Participants in 2016 STEAM program



Club Officers 2023-24
Front: Charlie Larrimore, President; Jeff Shockley, Secretary; Joe Mueller; Director
Back; Tim Burlingame, Vice President; Ivan Smith, Director; Rowland Ritte, Director; John Baldwin, Director
Not pictured: Bill Deeter, Treasurer

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Dawn breaking over Parkersburg station on the HO layout
(photo by Jeff Shockley)



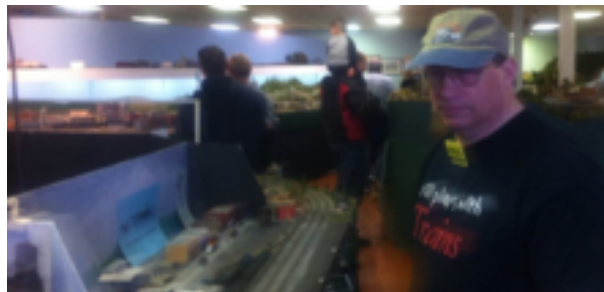
Waiting for the day to start at the granary in Port Charles
on the HO layout



Hurry up.....and wait in Athens on the HO layout



S Scale layout – Open House 2013-14



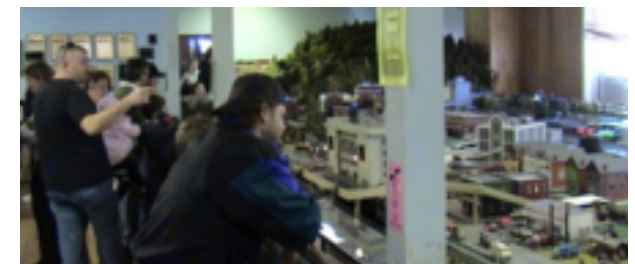
Ed Frampton at the controls of the N Scale Modular layout
Open House 2013-14



Gary Burlingame at the controls of the O Gauge layout



Elmer McKay explaining N Scale to visitors to the
2012-13 Open House



Visitors enjoying the O Gauge layout
2013-14 Open House