

DelMarVa Timetable



News of the DelMarVa Model Railroad Club

March 2026

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

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

Jeff Shockley, Editor

Celebrating our 41st year of promoting model railroading

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Next Meeting

The next meeting will be the Annual Meeting and Banquet on Wednesday, March 4, 2026, starting at 6p at the Stargate Diner, 23415 Sussex Hwy., Seaford, DE

Happy March Birthday to:

- Cheryl Chansler
- Jon Farmer

If I missed your birthday, please let me know. The membership list

I am using is missing some members' birthdays.



Club News

Annual Dinner Meeting in March

The 2026 Annual Dinner Meeting will be held on Wednesday, March 4, starting at 6p. It will held at the Stargate Diner, in Seaford, DE. After dinner, there will be a short meeting with the election of 2026-27 officers being the main order of business.

So far nominations are:

- President – Rowland Ritte
- Vice President – Jeff Shockley
- Secretary – Linda Long
- Treasurer – Bill Deeter

Two board members will be elected to a 2-year term. Nominated are John Glandmon and Charlie Larrimore. Nominations will be taken from the floor at the March meeting.

Our guest speaker will be Mr. Matthew W. Nawn, Executive Director of the Baltimore Streetcar Museum, and will be delivering a presentation on *Baltimore Streetcars - Past, Present, and Future*.

Updated Readership List

Jeff Shockley

When I emailed the February edition of the *DelMarVa Timetable*, I had 45 non-members' emails bounce back as "undeliverable". Since there is no other way to contact these subscribers, I deleted them from the listing. To view the updated list of countries served by subscribers, as of March 1, 2026, see page 7.

Seaford Train Show Report, February 28

Jeff Shockley

My daughter and I rode from Dover to Greenwood and met up with John Gladmon for the trip to Seaford. We arrived at the Seaford Fire Company building around 6:30a, unloaded the club's inventory and quickly found the two assigned tables. Setup was complete by 7:30a. Then I just sat and waited for the crowd to be let in at 9.

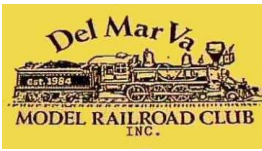
From 9 to 11, the public came in and looked over the goodies we offered. Many stopped and bought items off the tables. Surprisingly, the O Gauge rolling stock was in high demand, along with many of the O Gauge buildings we had for sale.

But, as has happened at past Seaford

shows, the crowd thinned out quickly after 11 and by 1 it was mostly people window shopping. We started refilling the boxes with the unsold items at 1:30 and were all packed up by 2:15.

We started the day with nine boxes and two tubs full of sale items. We left with 3 of the boxes empty.

I want to say "thank you" to Charlie Larrimore, Shawn Black, Russell Phillips and Michael Davenport for stopping by and helping out. I especially want to say "thank you" to John Gladmon for taking the time to take me all the way home to Dover.



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As far as the money goes, come to the April meeting and see how we did financially.



Member News

Something Personal

Jeff Shockley

For the first 2 or 3 years after I joined, I brought my son, Adam, to the club on work nights and open houses. He helped the O Gauge Group and with the construction of the HO expansion, particularly the framing from Athens to Ray. I bring it up only to say that Adam is getting married on July 4, 2026.

Scott Mueller has joined the N-Scale Division

Scott is an experienced software engineer with an interest in microcontrollers for trains, DC layouts and wireless throttles, smaller than T-Trak modular approaches, 3D printing, and Junior Engineer guest operations at open house functions.

There has been an industry movement toward using ESP32 chips for model trains. The NowRail and DCC-EX open source projects are examples of achieving cost conscious model control and animation. He has been listening to the club challenges and formulating potential ideas.

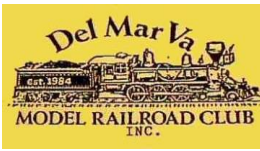
Also, if you are interested, you can ask him about F-16 and C-17 pilot training systems.

My First Railfan Trip

Cheryl Chansler

(All pictures by Cheryl Chansler)

At 4am my alarm clock went off on the morning of Saturday, February 14, 2026. I hit the snooze to sleep in for ten minutes more because I knew the day was going to be long. Russell was already in the shower. Once the alarm went off again, I finally got up to get ready. I was slow as it was so early in the morning. Around 5am, I was downstairs looking at my phone to order breakfast from Dunkin'. Russell put his order in as we waited for two more boys, Shawn and Michael. Once they were there, I told them to order what they wanted. I placed the



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order and we set out. We picked up our food and drinks then headed north. It would be a three hour (tour?) ride to Reading, Pennsylvania.

I had to endure the singing of three teenagers to hard rock, grunge, emo, and classic rock. Thank goodness I actually liked what they were listening to. (Evidently, I was a good music influence on my son. It was his playlist we were listening to.)

Finally, after three hours (and my ears bleeding from off pitch singing), we arrived at the Reading Outer Station. There a handful of passenger cars sat waiting for its engine and passengers loading into them. What engine do you ask? The T-1 Reading 2102 steam locomotive.

We crossed the parking lot (for railfans only) and traipsed through the snow towards the tracks. Had I known we were going to have to walk through snow I would have worn boots but I was stuck with only sneakers. The boys set up their tripods and placed their cameras or phones on them to get ready for the train to come around the bend. We moved a few times to get the best angle.

The smoke appeared first. Then we heard the chuffing of the wheels and steam. There she was in all her glory, the T-1 Reading 2102. She was gorgeous! Clicks of cameras went off (even my own). Video cameras started. Railfans moved around to get different angles for more pictures. When she finally stopped, most of the railfans gathered in the front to get a picture. Truly an awesome sight to behold. (My phone's background picture is now that of the front view of said train.) She backed up a bit more to couple with her cars. It wasn't long after that when we headed back to the car. It was time to get ahead of her to catch other views of this magnificent engine of the tracks. We pulled out of the parking lot just as she began her journey.

The first place we stopped on our journey was a farming field. One other railfan was already there. Soon others were stopping as well. I was too cold to get out of the car. Besides, this was the boys' thing to do. I felt like more of a chaperone. I wish I had gotten out.

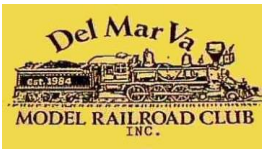
The second place we tried to stop to get some video and pictures was a mistake. We thought it was a road but it turned out to be a driveway. The third place we stopped other railfans were already there getting ready for more video and pictures. I honestly had no idea the number of railfans that would chase a train to get the perfect picture or a bit of video until that day. I was impressed and intrigued. I had to get a picture of the railfans getting pictures of the train. I even got a bit of video.

Again, she was around a bend when we saw the smoke and steam before her visage. "There she comes," I said. The railfans went quiet as they focused their lenses onto the area ahead where the track lay waiting for the engine's appearance. That view was awesome! She was moving at a good clip. She blew her warning whistle before crossing the road that we all stood on or near. The sound made some of our ears ache, but in a good way. As soon as the last car sped by, we all jumped in our vehicles once more to get ahead of her before her stop in Jim Thorpe at Mauch Chunk Train Station.

We were off again! Shawn and Michael kept looking for smoke or steam through the trees and landscape as Russell drove. "We must be ahead of it," Shawn said. Michael agreed. They decided the next stop would be the train station. It would be too much to stop at another crossing.

The streets of Jim Thorpe were busy with visitors. They were walking towards and away from the station. I'm not sure but it may have been some sort of festival because it was Valentine's Day. It didn't phase us. We found the parking lot for the station and managed to find a spot close to the entrance/exit. We checked out the station briefly. There were historical things to look at but it was too crowded to see anything. We quickly exited.

Soon the train arrived. Most, if not all, the railfans that started at Reading were there at Jim Thorpe. I believe there were a few extra fans as well. The boys knew more of the ins and outs of what was going on. How the train was going to another location for another stop and then would be returning. They were truly impressing me with



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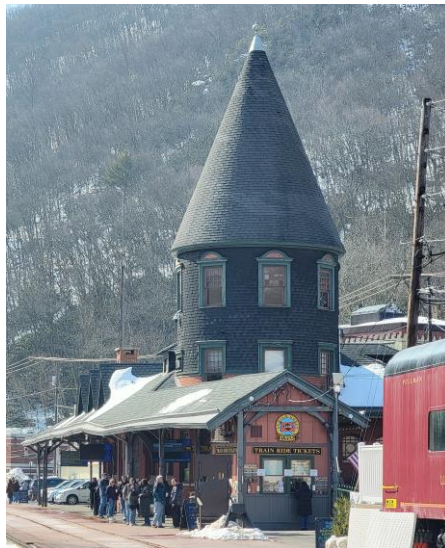
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the knowledge they had of the train schedule and switching. I was not aware that other trains would also be converging at the station as well. It made me want to return some time and take the train trip with my family. It is one train excursion I have not been on.

We had some lunch as we waited for the T-1 to return from the next leg of its journey. Once it had returned, it was our turn to drive home. It had been a long day but an adventurous one.

Not everyone wants chocolates or flowers for Valentine's day. Some of us want trains.



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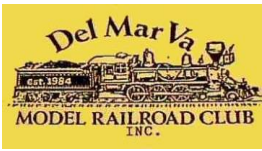
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Layout News

On the HO Layout

Crew Call for DMRRClub Prototype Operating Session

When: Saturday March 14, 2026 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/>

Please park in the St. Stevens Church parking lot

More Layout Info: <https://delmarvamodelrailroadclub.org/ho-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 with Duplex wirelasses. We have UT 6 Ds and FRS radios available to sign out for those that need them. Please bring your own if you have them. If you bring your own 6 series throttle it will need to be set on expanded slot mode.

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, turnout control 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.

Railroad News

Walt Dennison Obituary

Obituary published on Legacy.com by Eackles-Spencer & Norton Funeral Home - Harpers Ferry on Feb. 25, 2026.

Walter Arthur Dennison, 88, of [Harpers Ferry, WV](#), passed away on February 22, 2026, at the Hospice of the Panhandle inpatient facility, in Kearneysville, WV.

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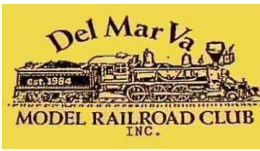
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Born on August 9, 1937, in [Elkton, MD](#), he was the son of the late William Harry Dennison and Mary Elizabeth Dennison.

Walter Served in the U.S. Army during Vietnam and received an honorable discharge. He worked for B&O Railroad at 13 years old and his father retired from B&O Railroad. Walter loved trains and knew everything about them. He worked at Bechtel Power Corp. for a long career and was also an entrepreneur, owning and operating many businesses. His most joyous was his model train shop in [Mount Airy, MD](#), which became THE train store in the tri-state area. He later moved the store to [Berlin, MD](#), where he remained in business until 2021. He finally retired to enjoy the beach with his wife, Nina and remained there until her death in 2024. In his retirement, he was an avid puzzler, spending many hours at his puzzle table and loved taking walks and playing with his family's dogs.

He is survived by four children; Daniel Dennison, Hermon Stenger, Harry Stenger, Nina Gedney; daughters-in-law, Melissa Dennison, Jenny Stenger; grandchildren, Joshua Day, Kristen Day-McVeigh, Cody Dennison and Justin Dennison; great-grandson, Brian D. McVeigh, Jr.

In addition to his parents, he was preceded in death by his brother, Bernard Dennison.

From Brett Shortall via the *Caroline Review*

Turnbridge at the Switch

Part 1 of a series on the history and future of Denton's Choptank River railroad bridge

Kennedy Thomason

February 3, 2026

<https://carolinereview.com/>

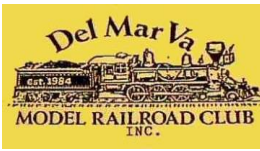
Goldsboro, MD

Denton, MD – Most people who boat on the Choptank near Denton know it as the big hunk of mangled wood and rusted metal that you're required to pass through when traveling between the county yacht club and the Rt. 404 overpass. Others, particularly train fanatics or local history buffs, know it as the old railroad bridge, or "turnbridge."

The structure has stood unused, other than perhaps as a risk-taker's fishing pier, for decades. Frozen in time. But finally, things are chugging along within the belly of the state regarding what to do with the old bridge. I figured we might revisit its past this month, and start talking about its future in the ones to come. This is part one of the series *Turnbridge at the Switch*.

I spoke with Harry Romano, a self-described railroad enthusiast who has spent his career and much of his childhood around railroads. Romano spent decades as a planner with the Maryland Department of Transportation, first supporting transit operations and later moving into freight rail planning. He is now an Associate Research Scientist with the Texas A&M Transportation Institute. Originally from Queen Anne's County, Romano has both professional and personal ties to the rail history of the region. Additional context came from Thomas MacKay, the outgoing Rail Program and Policy Manager for Maryland DOT's Office of Rail and Intermodal Freight.

Despite its many nicknames, for our purposes, we're going to just call it the Choptank River Railroad Bridge. It was originally constructed in 1896 as part of the Queen Anne's Railroad, a line incorporated in 1894 by Centreville businessmen. Construction began in 1895, and by the summer of 1896, trains were running between Queenstown and Denton. Over the next several years, the line expanded eastward into Delaware, eventually reaching Lewes, Delaware by 1898. In the early 1900s, the railroad was extended west to Love Point on Kent Island and north to Centreville, creating a continuous route from the Chesapeake Bay to the Delaware beaches – insert joke about Denton being a generational bypass for beachgoers here.



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Current-day state of the Choptank River Railroad bridge. (Photo by Kennedy Thomason)

This westward expansion was not accidental. During the late nineteenth and early twentieth centuries, railroads were often built to connect inland towns to navigable waterways. Romano emphasized that early rail development in the 19th and early 20th centuries was still deeply tied to maritime transportation, something modern audiences rarely consider. Love Point, for example, served as a ferry terminal where passengers from the Western Shore could cross the Chesapeake and board trains headed east (keep in mind, there are no cars, let alone a Bay Bridge). In the summer months, the Queen Anne's Railroad primarily carried vacationers bound for the Delaware coast, with a connection at Lewes to a Pennsylvania Railroad branch that continued on toward Rehoboth.

The bridge in Denton was a critical piece of this network. Designed as a turnstile bridge, it was opened manually by a "bridge tender" using a hand crank. The center span rotated ninety degrees, allowing vessels to pass on either side before being turned back into position for trains. Romano explained that while records are a tad unclear, historic documentation indicates the bridge was either significantly renovated or fully replaced sometime in the early twentieth century. Hopefully by then it was a bit easier to open.

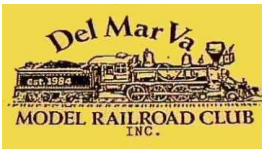
Beyond passengers, the railroad played a vital role in the Eastern Shore's agricultural economy. Shorter segments of the line were used to move goods between towns. Coal, lumber, and farm outputs, as well as products from the many canneries that once dotted Caroline County, were shipped via railroad. Romano noted that customers like Nuttle Lumber relied heavily on rail service during the region's peak era of truck farming, when tomatoes, peaches, strawberries, and other produce were shipped to northern cities in large quantities.

Despite its ambition, the Queen Anne's Railroad struggled almost from the start. Severe ice storms in 1903 and 1904 damaged infrastructure, and the Great Baltimore Fire of 1904 emptied the pockets of their usual passengers. That same year, the Queen Anne's Railroad company went bankrupt. It was conveyed to the Maryland, Delaware, and Virginia Railroad (MD&V), a subsidiary of the Pennsylvania Railroad, which saw value in the line as part of a larger effort to establish a Baltimore to Cape May route.

Even under new ownership, Romano described it as "never really a strong line." As automobiles gained popularity in the 1910s and 1920s, rail travel declined sharply. By the early 1920s, MD&V, too, collapsed.

At that point the state intervened, but only to save the segment from Love Point to Queen Anne's, and most of the track east of Denton was slated for abandonment. Still, freight and limited passenger service between Denton and Lewes continued under successive operators into the early 1930s, after which freight-only service remained.

Historic records suggest that during this period the original Choptank River bridge required major repairs or replacement, temporarily disrupting service. Once the bridge was back in operation, most of the eastern tracks



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were abandoned, leaving a hyperlocal stretch between Queen Anne's County and Denton. Passenger trains stopped using the bridge in 1931, and by the mid-1900s, trucking, highways, and later the Bay Bridge dramatically altered transportation patterns on the Shore. Service was slower and slower all the time. Fast forward to the 1970s, and nothing much had changed. The line had next to no economic value, and if that wasn't pathetic enough, rumor has it that the bridge was set ablaze once or twice.

Nationwide, multiple railroad companies were grinding to a halt, prompting federal intervention and the creation of Conrail. While some lines were deemed viable, most track on the Delmarva Peninsula was classified as too low-density to envelope in Conrail. Maryland and Delaware stepped in to assume responsibility for what the federal government deemed unwanted – including the eight-mile spur between Denton and Queen Anne's that contains the Choptank River Railroad Bridge.

"By the time the state bought it, it was pretty much done," Romano told me. Ownership eventually transferred through the State Railroad Administration and into the Maryland Transit Administration, which still owns the right-of-way today.

While under stewardship of the state, the railroad bridge and corridor were railbanked. Railbanking is a legal term which basically means the rail line is dormant but protected, and the state retains the right to re-open them if need be. You might be wondering why the state would want the responsibility of these corridors, especially considering the tracks themselves are now centuries old and pretty much unsalvageable (don't worry, I thought the same thing). But Romano stressed that once railroad routes like this disappear, they are nearly impossible to reclaim. Railbanking keeps future options open for the use of these paths that connect cities, towns, and coastlines.

Believe it or not, this is the short version of a long, layered history. In part two, we will move forward into the preservation era; examining what has been done to stabilize the bridge, how decisions are being made for its future, and what challenges remain.

From Coast TV

Lewes group launches campaign to bring historic steam engine to town

Torie Seagraves

February 9, 2026

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

Milton, DE

Lewes, DE – The [Lewes Junction Railroad & Bridge Association](#) has launched a community fundraising campaign aimed at bringing a historic steam locomotive back to the city as part of Lewes' rail heritage.

The effort, titled "Bring #60 for 250," seeks to raise the significant funding needed to relocate and install a 1913 Pennsylvania Railroad steam locomotive, known as No. 60, at Lewes Junction. The engine is intended to join the existing rail display near the Lewes Public Library and the Rollins History Museum.

The campaign kicked off with a \$5,000 donation from the D. Russell Tatman Memorial Fund. Tatman was a founding member of the association when it was established in 2018. After his death in 2020, his family created the memorial fund through the Greater Lewes Foundation with the goal of supporting the railroad association when the timing was right.

"What better time to donate the funds, contributed by family and friends in Russ' memory, to this exciting steam engine project as the crowning piece of rail history is added to Historic Lewes' landscape during the nation's semi-quincentennial celebrations," said Cathy Tatman. "It is a fact that Lewes would not be what it is today if the railroad had not come to town in earlier times to transport produce and passengers."

Locomotive No. 60 is currently undergoing cosmetic restoration in Wilmington by FMW Contractors. Once complete, the engine would be moved to Lewes as a permanent display highlighting the role railroads played in the city's development.

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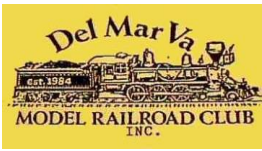
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In December 2022, the first of the locomotive display in Lewes arrived. The [NSA caboose](#) kicked off the exhibit along the Lewes Georgetown Trail beside the Lewes Public Library. Later, in April 2025, a [steam locomotive tender](#) was added to the iconic red caboose display.



The effort, titled “Bring #60 for 250,” seeks to raise the significant funding needed to relocate and install a 1913 Pennsylvania Railroad steam locomotive, known as No. 60, at Lewes Junction. (Photo by LJRBA)

From Trains

Missing track screws led to GO Transit derailment

Metrolinx CEO says preliminary investigation shows 1-inch track shift caused derailment that disrupted operations for five days

February 13, 2026

<http://www.trains.com>

Brookfield, WI

Toronto, Ontario, Canada – Missing screws holding track fasteners led to the derailment that disrupted GO Transit operations for a week, the CEO of provincial transit agency Metrolinx told the agency’s board at a meeting on Thursday, Feb. 12.

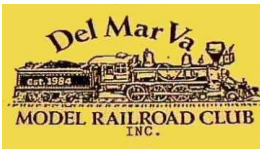
[The CBC reports](#) that CEO Michael Lindsay said plates holding lag screws in place, which were supposed to be held by four screws, only had two. As a result, nine of the lag screws gave way, allowing the track to shift by 3 centimeters, or slightly over an inch. That was enough to cause the derailment.

The missing screws were not noted by “numerous” inspections by Metrolinx and the Toronto Terminals Railway, Lindsay said.

The derailment on the morning of Feb. 2 blocked switches and damaged track and signal systems [see [“Low-speed derailment disrupts ...”](#) Trains.com, Feb. 2, 2026]. That prevented use of four platforms at Toronto Union Station until repairs could be completed, leading GO to reduce its schedules until Saturday, Feb. 6.

Metrolinx was criticized for its communication during the disruption, and Lindsay apologized for that, according to [a Toronto Sun report](#).

“I think I’ve just said in the public board meeting that this incident has taught us a lot about our customer communication, and for what it’s worth, I’m probably the least important part of that ... The most important thing



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for us to focus on that day was moving people safely, which we did, but there are absolutely lessons learned, particularly about the link between the customer service representatives that are on trains.”

Metrolinx plans to offer refunds to commuters who took trains at Union Station on Feb. 2 and 3, as well as some trains on Feb. 4. More information [is available here](#).

From *Classic Toy Trains*

Round 2 announces intent to acquire Lionel

[Rene Schweitzer](#)

<http://www.trains.com>

February 23, 2026

Brookfield, WI

As you may have heard, Praesidian’s portfolio company, Round 2 has announced its intent to purchase Lionel, LLC. In the weeks ahead, as the transaction progresses, the companies will come together as the Lionel Brands Group. We are aligned around a shared vision to build a stronger, fan-first platform that supports the brands, communities, and partners that have made each company successful, while creating new opportunities to grow over time.

In the near term, it remains business as usual. Our priority is maintaining continuity and supporting the programs already underway. Future announcements will be made on our social media channels.

We appreciate your continued support, and we look forward to building on the strong legacies that define both Lionel and Round 2.

We at *Classic Toy Trains* and *Trains.com* will keep you updated as we learn more.

From Rowland Ritte via Alex Mayes via *Trains*

UP and NS ask regulators to waive cab-signal requirements for Big Boy trip in the east

Current plans call for 4-8-8-4 No. 4014 to operate over the former Pennsylvania Railroad main line from Harrisburg, Pa., Cleveland as part of its coast-to-coast tour in celebration of America 250

[Bill Stephens](#)

<http://www.trains.com>

February 23, 2026

Brookfield, WI

Washington, DC – Union Pacific and Norfolk Southern have asked the Federal Railroad Administration to waive cab-signal requirements that otherwise would restrict where UP’s 4-8-8-4 Big Boy No. 4014 could operate on its historic eastern swing this summer.

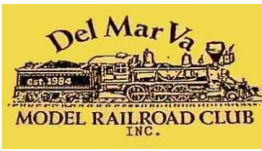
In Feb. 10 letters to the FRA, the railroads sought permission to operate the Big Boy in cab-signal territory across Pennsylvania and Ohio as part of the locomotive’s planned coast-to-coast trip in celebration of America 250.

[The waiver request from NS](#) seeks permission for the locomotive to operate over cab-signal territory between Harrisburg, Pa., and Cleveland — a route over the former Pennsylvania Railroad main line that includes Horseshoe Curve.

The trip tentatively is set to run between May 25 and July 29 following No. 4014’s March and April foray from its home base at Cheyenne, Wyo., to California and return.

The Big Boy is equipped with positive train control, which the railroads say eliminates the need for cab signals.

“This waiver provides an equivalent or better level of safety as compared to the status quo for operations on this tour as Big Boy No. 4014 is fully equipped with PTC, PTC provides real-time enforcement of speed limits, movement authorities, and work-zone protections, delivering safety capabilities that significantly exceed those of traditional cab signal technology,” [UP wrote to the FRA](#). “Additionally, Norfolk Southern maintains established and validated operating procedures, instructions, and rules. Big Boy will operate in full compliance with these



DelMarVa Timetable



News of the DelMarVa Model Railroad Club

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Jeff Shockley, Editor

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requirements, together with any supplemental or special instructions that Norfolk Southern prescribes for the movement.”

The Big Boy’s cab signal equipment was removed when PTC was installed on the locomotive in 2021 for diesel-assisted PTC operation. In 2024, UP upgraded the Big Boy to a “fully self-contained PTC system” that handles the signal and speed-control functions that cab signals historically provided.

The trip to the east will be No. 4014’s first since leaving the Alco plant in Schenectady, N.Y., in December 1941.

“At its core, the purpose of this nationwide journey is to honor the nation’s 250 years of growth, innovation, and unity — values Big Boy itself symbolizes. As Union Pacific prepares to mark this milestone, the 2026 Heritage Excursion Tour is intended to showcase the engine as a moving ambassador of American engineering, heritage, and pride, traveling across multiple railroads and regions to unite communities in a once-in-a-generation celebration,” UP wrote.

In their merger application, UP and NS said they plan to remove the cab signals between Cleveland and Harrisburg in order to provide the combined railroad with more flexibility in locomotive assignments. Although 98% of the NS fleet is equipped with cab signals, UP locomotives are not.

The railroads said, in their Dec. 19 merger application, that a small pool of cab-signal equipped locomotives will remain in service to handle assignments in Pennsylvania and New Jersey on Conrail Shared Assets, Amtrak, and Southeastern Pennsylvania Transportation Authority corridors.

From Lewes Junction Railroad & Bridge Association February 2026 Newsletter

Did You Know?

If you were paying attention in Junior Year American Studies class, you probably *do* know that Major General William Tecumseh Sherman took a very... *thorough* approach to his prosecution of the Civil War as he marched to the sea through Georgia and the Carolinas in 1864. But did you learn about his effective infrastructure demolition strategy, variously referred to as Sherman’s Neckties or Sherman’s Bowties?

The Union Army knew how important the railroads were to the Confederate Army’s ability to maintain strong supply lines. Tearing up and bending the rails was old hat – and damage that could be rectified. Sherman instructed his troops to go a step or two further, heating up and twisting the steel around tree trunks, thus deforming the metal sufficiently so that it could not be straightened and reused. (Thanks to the Southeastern Railway Museum, Blog, August 13, 2022, *Sherman’s Bowties*)

For a Laugh

I’m So Old

I’m so old, my high school had a smoking area.

Before the TV Remote Control

My father would throw wadded up newspaper at me to make me get up and change the TV channel.

The Right Side

My wife did not feel in the mood to cook dinner one night after a 10-hour shift as Head Nurse of our local hospital’s NICU unit. After the 4 kids said they wanted a KFC Kids Meal “with a leg”, I drove to the store.

I ordered my wife’s, and my, regular meals, I then said I wanted 4 “kids meals with a leg.”

The teenage girl behind the counter asked, “Which side?”

I then lost all aspects of reason and replied, “I didn’t know there was any difference, so I guess I’ll take the right side.”

Email: DelmarVaTimetable@delmarvamodelrailroadclub.org

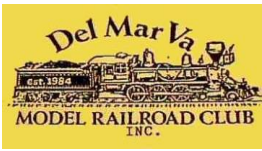
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After several seconds of total silence, then almost 3 minutes of laughter from her, the manager and the 6 other customers, the girl said, “No, no. I mean which side do you want with the chicken, mashed potatoes or wedges?” I think the next time I go to KFC; I’ll drive the extra 15 minutes to the other store in town.

Never Insult Old People

An old woman walked past a young man waiting at a bus stop and was repeatedly saying, “21 today. 21 today,” The young man looked at her and replied, “You’re not 21 today, you crazy old woman.”

The woman turned and hit him with her walking cane. She turned back around and started walking, repeating, “22 today. 22 today.”

Actual State Laws

Rhode Island – biting off another person’s leg is illegal.

Alaska – waking a bear to take a picture is punishable by the death sentence.

Nebraska – bar owners cannot sell beer unless they also sell soup.

Florida – unmarried women cannot parachute on Sundays.

Arizona – you cannot allow your donkey to sleep in the bathtub.

Alabama – wearing fake a mustache that causes laughter in church can land you in jail for up to 1 year.

Oklahoma – it is illegal to hunt whales.

Mind Your Own Business

PETA sued, in an Alaskan court, the organizers of the annual Iditarod sled dog race claiming it was animal abuse to allow dog teams to pull a man and sled over long distances.

The chief of the Chukchi Eskimo tribe testified to the following facts:

1. The Siberian Husky was bred by their tribe over 300 years ago for dogsled pulling to allow their people to keep their nomadic lifestyle.
2. The breed’s thick double coat gives them protection from the harsh Winter conditions.
3. The dog can run over 100 miles a day during a sled race.
4. They need vigorous daily exercise even when not racing due to their high energy.
5. Huskies rarely bark. They are more likely to howl due to their wolf heritage.
6. They are social pack dogs and, if raised alone, often die of “loneliness”.
7. The tail curves around they noses to keep them warm while sleeping.
8. The breed can survive out in the cold even if covered by several inches of snow.

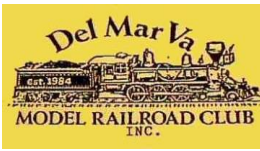
After a jury found in favor of the race officials, the judge ruled that PETA had to pay \$3.5 million in damages for “sticking their nose in other people’s business.”

For Once in My Life

Today I learned that the average person drops about 80-90 curse words in a single day. That works out to about 5 every hour. For once in my life, I am above average in something.

I Told a Funny Joke

I told a funny joke to my wife today. She laughed. I laughed. Alexa laughed.



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Upcoming Events

(Mid Atlantic Train Show List, Model Train Shows And Schedules 2.0 Facebook page and subscribers)

(Highlighted events signify club participation. Highlighted events signify tentative club participation.)

Ongoing 2026 – 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 more information, please visit: www.lewesjunctionrr.org.

Ongoing March-October, 2026 – HO Scale Operating Session. DelMarVa Model Railroad Club, 103 E. State St., Delmar, DE. Time: Noon-5p. Watch the “HO Layout News” section of the *DelMarVa Timetable* for exact dates. Anyone with an interest in railroad operations is invited to participate. Club membership is NOT a prerequisite For more info, contact: info@delmarvamodelrailroadclub.org.

Ongoing 2026 – Delaware Train Gang. Monthly meetings, 2nd Wednesday. Smyrna Diner, 99 S. Cory Ln., Smyrna, DE. Starting at 1:30p. For more info, contact email: samtrains@outlook.com, or call Sam Eaton 302-373-0534.

March 4, 2026 – DelMarVa Model Railroad Club Annual Meeting & Banquet. Stargate Diner, 23415 Sussex Hwy., Seaford, DE. Hours: 6p-9p. Short meeting for election of 2026-2027 club officers and board members, dinner (order from menu), guest speaker.

March 7, 2026 – Boeing Employees’ Railroad Club-St. Louis Railroad Swap Meet. Greenfelder Recreation Complex at Queeny Park, 550 Wiedman Rd., St. Louis, MO. Hours: 10a-3p. Admission: \$5, kids u12 and under FREE. For more info, call Matthew Schimmel: 636-448-7528 (after 6:30p CT).

March 7-8, 2026 - Town of Oyster Bay Model Train Show. Benefitting the Nassau County SPCA. It will take place at the Hicksville Community Center, 28 West Carl St., Hicksville, NY. Hours 11a-4p. For details, please visit trainville.com/shows.html.

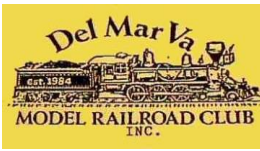
March 7-8, 14-15, 21-22, 2026 - NYSME Spring Show, New York Society of Model Engineers, 341 Hoboken Rd., Carlstadt, NH. Hours: 1p-5p. For details, please visit: <https://www.modelengineers.org/>.

March 14, 2026 – 38th Annual Harrisburg Railroad Show & Collectors Market. Sponsored by the Harrisburg Chapter National Railway Historical Society. The Scottish Rite Harrisburg, 2701 N. 3rd St., Harrisburg, PA. Hours: 9a-3p. Admission: \$5, kids under 12 FREE. Featuring: railroadiana, model railroad items, books, videos, apparel, operating train layouts, test tracks, snack bar, program on Conrail at 11a by Larry DeYoung. For show info, visit: <https://harrisburgnrhs.org> or email: harrisburgtrainshow@gmail.com.

March 14, 2026 – Patcong Valley Railroad Club Open House. 1308 US 40, Richland, NJ. Hours: 10a-3p. For more information, see our website: <https://www.petcongvalleyrailroad.com>.

March 15, 2026 – Long Island Classic Toy Train Show Presents All Gauge Toy Train Show & Swap Meet. The Fireman’s Memorial Park, 555 Heling Blvd. (off Wellwood Avel & Hartford St.), Lindenhurst, NY. Hours: 8:30a-1p. Admission: \$5, kids 17 & under FREE w/paid admission. Repair parts and services, hobby tools available, all types of model railroad equipment, Hess items, plastic and die-cast vehicles, test track for N, HO, O and Standard gauges, food concession for breakfast and lunch. Handicapped accessible. Fire hall access number (day of show only): 631-957-7536. For more show info: John Mitchell – 917-596-3494 or John Miata – 516-353-1751.

March 21, 2026 – Hartly Train Show. Hartly Volunteer Fire Co., 2898 Arthurville Rd., Hartly, DE. 9a-3p. Admission: \$5, kids 12 and under FREE. Over 150 tables of toys and trains. A model train will be on display in the engine bay. Food is available for purchase made by the Ladies Axillary. For more info, visit: <https://hartlyfire51.com/>



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March 21-22 – Garden State Model Railroad Club Spring Open House. 575 High Mountain Road, N. Haledon, NJ. Hours: Noon-5p both days. Enjoy our open house featuring our 40x30 walk-around style HO scale model railroad featuring the Garden State Northern (main line) and the Otter Creek & Perry (branch line) railroads. The layout incorporates several prototypical elements inspired by locations in NJ and PA, and features a main line 4.5 scale miles long. For details, please visit call Charles Lekowski at (862) 228-7820 or <https://gardenstatetrainclub.org/>.

March 28-29, 2026 – Greenberg's Great Train and Toy Show. New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ. Hours 10a-4p. For details, please visit <https://www.trainshows.com>.

March 21-22, 2026 – Railfest 2026. Presented by National Model Railroad Association MCR – Division 5, Lakeland Community College, 7700 Clocktower Dr. (State Rt. 306 at I-90, Exit 193), Kirkland, OH. Hours: 10a-4p. Admission: \$9, two-day pass: \$14, couple: \$14, family: \$14 (two adults with kids under 18). Featuring dealers, new/used items, exhibitors, operating layouts, books, magazines, apparel, collectibles, food services available at reasonable prices. For more info, visit: <https://www.railfest.org>, email: railfest@mcr5.org, or Facebook: www.facebook.com/RailfestTrainshow.

April 11, 2026 – Patcong Valley Railroad Club Open House. 1308 US 40, Richland, NJ. Hours: 10a-3p. For more information, see our website: <https://www.petcongvalleyrailroad.com>.

April 18, 2026 – Delaware Seaside Railroad Club Train & Toy Show. Hope Center, 97 Central Ave. (intersection of Rt, 26 – Atlantic Ave. & Central Ave.), Ocean View, DE. Hours: 9a-2p. Admission: \$6, kids 10 & under FREE. Vendor table sales, operating train layouts, door prizes and refreshments. For more details, visit our website: www.delawareseasiderailroadclub.com or contact: Skip Lee 443-618-6866.

May 9, 2026 – National Train Day at the Lewes Junction Railroad & Bridge Association. Lewes Public Library, 111 Adams St., Lewes, DE. The club is hoping to have a portable layout on display. More information to come as plans are finalized.

May 9, 2026 – Patcong Valley Railroad Club Open House. 1308 US 40, Richland, NJ. Hours: 10a-3p. For more information, see our website: <https://www.petcongvalleyrailroad.com>.

May 9, 2026 – Burlington Train Show hosted by the Strasburg Model Railroad Club of NJ. Burlington Lodge #32, 2308 Mt. Holly Rd. (Rt #541), Burlington Twp, NJ. Admission: \$5, kids 12 & under FREE. 70 tables of new & used model trains for sale in all scales, operating model railroad layouts, FREE parking, food sales, handicapped accessible. For more info, call Dave Liciano: 856-745-4325 after 6pm or email: luciano1@comcast.net.

August 7-9, 2026 – Eastern Shore Threshermen & Collectors Association, Inc. Annual Wheat Threshing Steam and Gas Engine Show. 5806 Federalsburg Hwy., Federalsburg, MD. Hours: 10a-6p. Admission: FREE. For more info, visit website: <https://www.threshermen.org>, email: threshmen@gmail.com or call: 410-673-2414 or 410-754-8422.

September 12, 2026 – Patcong Valley Railroad Club Open House. 1308 US 40, Richland, NJ. Hours: 10a-3p. For more information, see our website: <https://www.petcongvalleyrailroad.com>.

October 10, 2026 – Patcong Valley Railroad Club Open House. 1308 US 40, Richland, NJ. Hours: 10a-3p. For more information, see our website: <https://www.petcongvalleyrailroad.com>.

Club Officers		Committee Chairs		Scale Coordinators:	
Tim Burlingame, President	John Gladmon, Director (2026)	John Huntzinger, Activities	Joe Mueller, Museum	Tim Burlingame, O Gauge	Charlie Larrimore, Bill Shehan Room
Rowland Ritte, Vice President	David Legates, Director (2027)	Tim Burlingame, House	Linda Long, Open House	Bill Deeter, HO Scale	Charlie Larrimore, Tin Plate
Linda Long, Secretary	Jeff Shockley, Director (2026)	Rommel Miller, Library	Vacant, Publicity	Ed Frampton, N Scale Modular	Steve Long, N Scale DCC
Bill Deeter, Treasurer	Ivan Smith, Director (2027)	Bill Deeter, Membership	Jeff Shockley White Elephant	Ed Frampton, Z Scale	Robert Scott, S Gauge
Charlie Larrimore, Director (Past President)		Shawn Black, Safe & Sec	John Gladmon, Social Media	Ed Frampton, T Scale	

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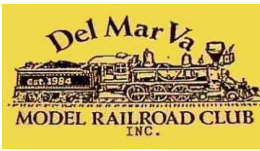
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Updated DelMarVa Timetable Readership

North America

Canada	6
Costa Rica	2
Cuba	1
Dominican Republic	1
Guatemala	2
Mexico	1
Midway Atoll	1
Puerto Rico	1
United States	117
Total	132

South America

Argentina	2
Bolivia	1
Brazil	1
Columbia	1
Peru	1
Total	6

Africa

Egypt	2
Kenya	2
South Africa	2
Zaire	1
Total	7

France	2
Greece	1
Italy	2
Norway	1
Sweden	2
United Kingdom	4
Total	12

Asia

Guam	1
Israel	1
Japan	2
Philippines	2
Russia	2
Total	8

Australia

Australia	7
New South Wales	1
Tasmania	1
Total	9

Total Readership 174

Members 64

Non-Members 110

Europe

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