

DelMarVa Timetable



News of the DelMarVa Model Railroad Club

Website: <https://www.delmarvamodelrailroadclub.org>

April 2026

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

Jeff Shockley, Editor

Celebrating our 41st year of promoting model railroading

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Next Meeting

This is NOT an April Fool's joke. The next meeting will be Wednesday, April 1, 2026, at 7:30p in the club meeting room. At the church's request, all members are asked to use the parking lot and not the grass area behind the building.

Happy April Birthday to:

Michael Davenport	Harry Semenko
Billy Rogacki	Jeff Shockley
Owen Tewart	



Michael Davenport
Ages 6

If I missed your birthday, please let me know. The membership list I am using is missing some members' birthdays.

Club News

An Update on Attendance Numbers

Jeff Shockley

As reported in the February *DelMarVa Timetable*, I have been keeping a running total of Open House attendance since the 2009-2010 season. At the January 10 Open House, we celebrated the Glicking family as our 50,000th visitor during that period.

Since then, I discovered 2 Open House guest books in the library while sorting some past newspaper articles to be included in a "scrapbook". One guest book covered December 1991-January 1997, the other December 2000-January 2009. Granted, the "sign in" method is not the most reliable way to get an exact count at an Open House, but it is the only option available, at this time.

So, I took the time to count the names on each page of the guest books to get an estimation of the particular day's attendance. I entered each day's count into the Excel spreadsheet. After all the numbers were crunched, the count grew from a 16-year to a 31-year total (2026-27 will be the 39th Open House, due to Covid). The total attendance jumped from 50,334 to 71,208.

I am hoping the missing eight years (December 1986-January 1992 and December 1997-January 2000) can be found.

2026-27 Annual Meeting

Jeff Shockley

The 2026-27 Annual Meeting took place on March 4, 2026 at the Stargate Diner in Seaford, DE. The main order of business was the election of the Club Officers for the upcoming 2026-27 term. The results were:

President – Rowland Ritte	John Gladmon (Director until 2028)
Vice President – Jeff Shockley	Charlie Larrimore (Director until 2028)
Secretary – Linda Long	David Legates (Director until 2027)
Treasurer – Bill Deeter	Ivan Smith (Director until 2027)

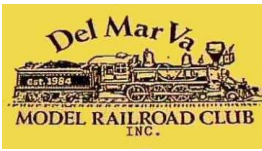
Tim Burlingame (Director, Past President)

We had a good turnout for the dinner.

I don't think anyone did a head count, but the staff at the Stargate says 44. My daughter did not join us because she was busy with job applications and one online job interview.

The guest speaker, Mr. Matthew Nawn, Executive Director of the Baltimore Streetcar Museum delivered a very good presentation about "*Baltimore Streetcars - Past, Present, and Future*".

A very good time was had by all.



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Hartly Train Show Report

Jeff Shockley

The Hartly Train Show was held on Saturday, March 21. The club had two tables of goodies to sell. When the doors opened and the crowd came in, they didn't seem too interested in what was available to purchase at the tables.

I think this show was the least amount of sales in a long time. I can only guess that the Springtime temperatures (the high was 79) kept a lot of people from attending.

I did notice that those present were taking the Open House flyers I had set out, 127 of the 200. So hopefully, that will translate into more attendees this Winter.

Thank you to Shawn, Cheryl and Russell for stopping in for assistance, and John Gladmon for the use of his truck and trailer to transport the boxes and tubs to, and from, Hartly.

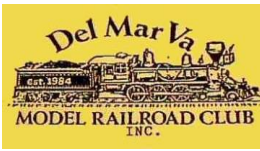
Member News

Some general starting in the HO hobby questions and answers.

By Bill Deeter

I was recently asked some questions via e-mail and thought it might be good to share them. This is based on my years in the hobby and should not be considered as the only way to get started. As they say your mileage may vary. (note any text underlined is a Hyperlink)

One of the best places to start would be with the [NMRA \(National Model Railroad Association\) Standards and Recommend Practices](#). They are free online.



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1) What are Talgo Trucks?

They are a specific type of truck (wheel assembly) where the [coupler is mounted directly onto the truck](#) itself, rather than to the body of the car. They were common in older, lower-cost, or toy-like model trains, in HO Scale (1:87) they have largely been replaced by [body-mounted couplers](#) for better performance and realism. Generally, Talgo Trucks will also have what is called a Horn Hook (X2F) coupler. Most all early rolling stock came with Horn Hook couplers. They were consider the [NMRA standard coupler](#). Most modern hobbyist have used knuckle couplers for better reliability also most all modern manufacturers use a knuckle coupler of some type. Some manufactures still do include Horn Hook couplers if that is what you choose to use. The NMRA has never adapted a standard for the knuckle coupler per-say they primarily just define the correct mounting height and swing of a coupler. And yes there are couple conversion kits available to convert your [Talgo Trucks from Horn Hook couplers to knuckle couplers](#).

2) What are "semi-scale wheels" and should I be using them? If so, when?

I would not use them. In my opinion they are for someone building display models. Or someone having absolutely perfect track.

The tread width is narrower (.088 scale & .110 regular) and I believe wheel contour is different also, truer to scale but your track work needs to be perfect.

I prefer [Intermountain Wheel Sets](#) as they have a metal axle. There are Metal Wheel Sets with plastic axles available from several sources as well. There are also different axle lengths available if needed. Here is a [Trains.com](#) article on wheel sets.

Here is a link from someone I use: https://modelrrsupply.com/intermountain-40055-40-33-standard-wheelsets-40-axles/?searchid=0&search_query=int

You can get them in different quantities and prices, so price check them from your favorite supplier.

For extra smooth rolling trucks when you add metal wheel-sets you may want to use a truck reamer/tuner.

https://micromark.com/products/ho-on30-truck-tuner?srsId=AfmBOopYKzML_pwJ13MG94E6Tu_1fx3FpVMe573NHBvTFBHdIE5LVCaJ

3) 36" or 33" wheels? When is one better to use than the other?

In the earlier era 33" were freight wheels and 36" were passenger however some newer freight cars use 36" as well.

For reference it is the [scale height of the prototype wheel](#).

If you are converting old Athearn "Blue Box" freight car they will generally come with 33" freight wheels.

There would be nothing wrong with putting a 36" wheel in an old Athearn but it would most likely make the coupler too high.

4) Plastic or metal Kadee couplers? Any difference?

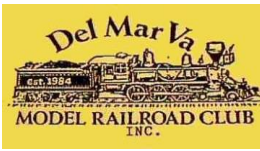
Generally metal, all [Kadee's](#) are metal except for some specialty ones that come with a plastic shank. In the modern world there is little use for a plastic shank. It was used in the old days when you were mounting them in a metal framed loco with a metal pocket to prevent shorts between two locos.

Here is a link from someone I use: https://modelrrsupply.com/kadee-148-ho-scale-whisker-metal-couplers-with-gearboxes-medium-9-32-centerset-shank/?searchid=0&search_query=kade

Couplers can be purchased with coupler boxes or without depending on your needs.

5) Why don't all the couplers line up on my equipment.

Most modern manufacturers equipment complies with the [NMRA Height Standard](#).



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That was not the way it was when I started this hobby in the 60's. It is also not true of all current manufactures.

6) How do you know what height the couplers should be?

The NMRA has adopted [coupler height standards](#). So, you may want a coupler height gauge.

<https://kadee.com/shop-by-category/tools-and-accessories/ho-scale-tools-and-accessories/206-ho-insulated-multi-purpose-coupler-height-gauge>

7) What is the difference between the Kadee #205 Coupler Gauge and the #206 Coupler Gauge?

<https://kadee.com/205-ho-metal-multi-purpose-coupler-height-gauge>

<https://kadee.com/shop-by-category/tools-and-accessories/ho-scale-tools-and-accessories/206-ho-insulated-multi-purpose-coupler-height-gauge>

The (206) is plastic or at least something nonconducting and the (205) is some type of metal. With the 206 you can check coupler height with the track power on, really nice with DCC. The 205 will short with track power on. The 206 was not around when I started but neither was DCC with its always on track power.

The couplers have a trip pin that is used for magnetic uncoupling and they generally need adjusting. Using either the 205 or the 206 it will tell you what the trip pin clearance should be. So, you may also want a pair of trip pin pliers.

<https://kadee.com/shop-by-category/tools-and-accessories/ho-scale-tools-and-accessories/237-coupler-trip-pin-pliers-for-hon3-ho-s-on3-o-scale-couplers>

You should also think about getting some Kadee #208 and 209 Fiber washers. These are used to raise the car body for coupler alignment. For example, Athearn Blue Box Kits almost always need at least one washer on one end. <https://kadee.com/shop-by-category/fasteners>.

The manufactures have improved in the last 10 or so years and include some type of knuckle coupler and most are the correct height but not all. Also, many use a plastic coupler with no metal return spring. However, in a smaller home layout they can be replaced as they fail and they may never need replacing,

8) What are center-set, over-set, or under-set shank knuckle coupler? Is the center-set basic with the other two in case you have a lower- or higher-than-normal car, respectively?

Yes the center-set is the normal #5 and #148 coupler, the others are to adjust for correct coupler height. There are also 3 shank lengths as well with the # 5 being a medium length. There is also couplers with smaller knuckles that are [sometimes referred](#) to as scale couplers. In my opinion these are for display or perfect track work. Depending on era they also have shelf couplers which are used on modern tanks cars.

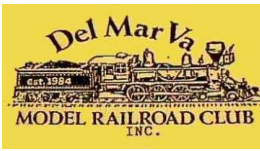
Sometimes you may want to closer couple a pair of say F units so the diaphragms touch, so you would probably use a short shank coupler.

9) So, What is the deference between Kadee #5 Coupler and a #148?

A #5 Kadee is [the original style that uses a separate brass formed spring to center the coupler](#). The #148 is the newer version and has two little wire springs attached directly to the couple shank so there is no separate spring to mess with when installing them.

10) Should I weight my cars? If so how much?

Well, that can be a big can of worms as opinions run wild on this. To start with the NMRA does have a Recommended Practice to answer this [RP20.1](#). Thankfully most modern rolling stock at least comes close to these weights. Back in the day they always came with not near enough weight.



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Now for the opinion part. I feel the NMRA PR20.1 is somewhere from a half oz to a full oz too light for most of my experience. Now to back up a bit, if and this is a big if, if you have near perfect track that is in a climate controlled environment then the NMRA standard could work for you. For any imperfection in the track work, you may need just a bit more weight. It is best in my opinion to try to match the car weight across your fleet. What I mean is a short car should weigh very close to a long car if they are to be used in the same train.

This is a hobby and there is not really a right or wrong way to do things, so if it works for you then enjoy.



I'm Back At It

John Steits

After recovering from my health scare, I am back to working on my Tyrone Wye modules.

To The left, I am testing loco running on the "Forge" module after rail painting and ballasting.

Forge is one a three HO module set loosely recreating the wye junction at Tyrone, PA, where the PRR Bald Eagle branch joins the Middle Division NNE of Altoona PA. When finished, the Tyrone Wye trio will join the Potomac Module Crew mainlines to an interior staging yard (my building project for the Summer).

Layout News

HO Layout

2025-2026 HO Scale Open House Report

John A. Nawn, Chief Dispatcher

Perhaps a little late, but better late than never. Unfortunately, the ability to purchase unhinged amounts of model trains and afford the gas in my oversized vehicle with the 400 cubic inch engine for the 280 mile round trip from my home to the club comes with the need to maintain a full time job and run a thriving company on the side. So, something had to give and, unfortunately, it was the 25-26 Open House recap. Nonetheless, here goes.

All-in-all the number of trains operated, the number of cars and the number of operators was consistent this season. The details:

As for the number of trains operated on the HO Layout, our first day, Saturday November 29th was the highest with 50 trains operated. Our lowest was Sunday January 4, with 35 trains operating.

As to the number of cars moved on the HO Layout, our biggest day was Saturday, December 10 with 605 cars moved on the layout. Our smallest was again, our first day, with 466 cars moving. Somewhat of an anomaly that on the day that we move the greatest number of trains, we also have the least number of cars moving. Lots of short trains that day.

On any given day, we had between 14 (11/29, 11/30, 1/10) and 10 operators (1/3). East and westbound movements were evenly split, with no single direction favored. There was not a single hourly segment where we had less than two trains running in each direction, with four trains running in each direction most times.

We continued with the Dispatcher directed system started with the 2023-2024 open house season with dispatching duties rotated between me and John G. This helped with keeping trains running and maintaining the spacing. There were few derailments and very few instances of issues leaving or entering the yards. There's not much to say other than we continue to improve and hone the process. Well done, one and all! I'd have to say we put on a good show for our adoring public this year.

So here are the grand totals: In four weekends, over the course of 8 days, encompassing a total of 72 hours of train operations, we collectively moved 313 trains and a total of 4,148 cars on the HO Layout. For comparison,

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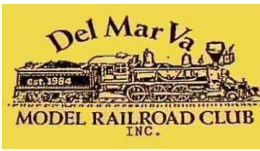
Bylaws: [https://delmarvamodelrailroadclub.org/About Us/DMMRC ByLawsRev10-7-15.pdf](https://delmarvamodelrailroadclub.org/About%20Us/DMMRC%20ByLawsRev10-7-15.pdf)

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in 2025, at our 9 operating sessions, we moved 4,554 cars. So, we are nearly moving as many cars during open house season as we did during our 2025 operations.

Would it surprise you to know that I already know what I am planning to bring to the 2026-2027 open house season and have started working on the testing and fine tuning...probably not. I even started working on the newest car for the Christmas train. It's not too early to start thinking about next year's open house season. We'll talk about this in an upcoming article(s).

March 2026 Dispatcher's Report HO Scale Operating Session – π Day 2026

John Nawn, Chief Dispatcher

On Saturday, March 14, we conducted first Operating Session of 2026 on the HO Scale Layout of the Delmarva Model Railroad Club. Fourteen (14) Crew Members were present. This included Superintendent, Dispatcher, Parkersburg High (PH) Yardmaster, Parkersburg Low (PL) Yardmaster, Chillicothe Yard Master (Superintendent), and Steel Mill Yard Master. The remaining personnel were split between five (5) Mainline Operators, and three (3) Crews on the Ohio River Subdivision.

The Session began at 12:00 PM with a briefing from the Dispatcher and concluded with the last train tying up at 4:30 PM. While we advertised a February operations session, and had 17+ members attend the HO meeting in February, we did not conduct operations as there were too few members left after the meeting. So, we started at the top of schedule in March.

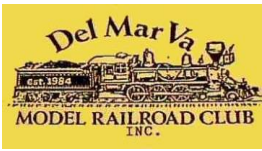
Special thanks to our own Ginger Eby for bringing the pies and whip cream to celebrate 3.14.

With new year, we introduced a new dispatching procedure. With this session and all operations sessions moving forward, the Parkersburg Dispatcher now authorizes all trains moving on the entire railroad, including the branch and the Weiland and Port Charles, that is, all trains beginning and ending at Parkersburg Low Yard in addition to all mainline trains beginning and ending at Grafton, Hamilton (Cincinnati), Chillicothe, Parkersburg High, the NYC and the O&LK. We are still fine tuning the paperwork. Who would have thought it would take so much paperwork to run a model railroad...ugh.

Nonetheless, while there were teething problems, and we still had a little more training to do, the session went well, with us getting through about 2/3rds of the schedule. We operated a total of 41 trains and 483 cars this session. Two mainline trains were annulled (PH-97 and CH-94) along with all W&PC passenger service. There were no reported derailments during this Session. One train died on the law (the Mill Turn); however, this train was completed a few days after the session along with uncompleted W&PC trains, bringing the grand totals to 51 trains and 565 cars.

We had no issues with the Command Station and, keeping our fingers crossed, perhaps the Slot Max issues are behind us. Only one power set lost its MU. The Chief Dispatcher verbally abolished Operations Bulletin 2025-11-1, but a new Operations Bulletin may be issued as we continue to fine tune our new Dispatching procedures. The new Operations Bulletin may be issued by our April Operations session. We also added a new position with the March operations; Crew Caller. When you arrive, after signing in with the Dispatcher, stop by the Crew Caller where you will sign out your throttle and radio, if you don't have your own. Between sessions, our crew caller will be checking batteries and functionality of all radios and throttles.

So, please join us for our April Operations session, Saturday, April 11, 2026. We start promptly at noon, so please arrive by 11:30 AM. The Superintendent has issued the Crew Call already. Come join the fun. I look forward to seeing y'all.



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2026 HO Scale RAILROAD TOTALS

		Trains Run						Cars Moved					
	Staff	West	East	OR Sub	W&PC	C&O	Total	West	East	OR Sub	W&PC	C&O	Total
Mar	14						51						565
Total	14	0	0	0	0	0	51	0	0	0	0	0	565

Crew Call for DMRRClub Prototype Operating Session

When: Saturday April 11, 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.

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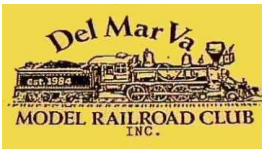
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We also have a few interchange tracks with the NYC @ Athens, OH and PRR out of Zanesville, OH which are both Penn Central in the 70's. No Conrail or Amtrak in this little part of the past yet.

Railroad News From WBOC-TV

State troopers respond to train and tractor-trailer crash near Princess Anne

[Sean Curtis](#)

March 2, 2026

<http://www.wboc.com>

Salisbury, MD

Princess Anne, MD – Maryland State Police were on the scene of a crash involving a train and a tractor-trailer on Monday in Somerset County.

According to investigators, the crash occurred around 2:15 p.m. on March 2 on Peggy Neck Road near Princess Anne. Authorities say the tractor-trailer was hauling dirt and crossing the tracks when the train struck the trailer.

Luckily, no injuries were reported.



From Brett Shortall via the *Caroline Review*

Turnbridge at the Switch

Kennedy Thomason

Part 2 of a series on the history and future of Denton's Choptank River Railroad Bridge

March 6, 2026

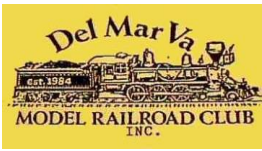
<https://carolinereview.com/>

Goldsboro, MD

DENTON – We began this series last month with a peek into the past of the Choptank River railroad bridge, which is appropriately nicknamed “Turnbridge” due to the fact that it is a turnstile bridge. We will pick up now essentially where we left off: the state of Maryland’s acquisition of the bridge as part of a larger effort to preserve these rail lines, and what has been done since then to give this historical structure a viable future.

For Part 2 of Turnbridge at the Switch, I spoke with Thomas Mackay, who up until a few weeks ago was the Rail Program and Policy Manager for Maryland Department of Transportation’s Office of Rail and Intermodal Freight.

A Frostburg graduate, Mackay has held several other roles in both freight and passenger rail. He previously worked for the Class I railroad company CXS, “running great big freight trains”, as he put it. He later oversaw the MARC passenger train service from both the contractor and state side of things. Since leaving his most recent role at MDOT, he has launched his own freelance railroad consulting business,



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Last Mile Rail Strategies, LLC. Through Last Mile, he hopes to help local entities that are interested in turning old railroad corridors, like that of Denton, into something more. Oh, and he's also a "semi-professional" bike racer.

As a quick refresher: the rail line which includes the bridge was used from the late 1890s to the late 1970s. After transferring between several private business ventures in its lifetime, it was purchased by the former State Rail Administration, which later merged with the Maryland Transit Administration. So, like anything else, if you're looking for someone to blame for the fact that the bridge has sat almost untouched for almost 50 years, you can look to the state of Maryland.

Mackay stated that a big contributor to why the Turnbridge got to be state property has to do with native Dentonian and former Governor Harry Hughes' thoughts on the matter. Just before taking that office, Hughes was the first MDOT Secretary. "It's no coincidence that the railroad to Denton was conserved under the Governorship of Harry Hughes, who was a huge advocate of what he called 'a balanced transportation system.' While the actual purchase happened in January 1982, the work to figure out what to do with all these railroads started in 1976," Mackay explained. He also mentioned that the same legislation that defined and protected Maryland's "critical areas" of 1,000 feet around bodies of water also included identifying vulnerable railroad corridors.

History aside, what can be done now? There are four very broad avenues: leave it as-is, demolish it, reinstate railroad service on it, or make it into something else with a few improvements.

"Everyone agrees that something has to get done with it, because it is a huge liability," Mackay said. The risk of someone climbing the structure and getting hurt (or worse), and the possibility of fire or the bridge collapsing into the Choptank entirely are not taken lightly by the state.

According to Mackay, from about 2020 to 2023/24, there was a project almost entirely mapped out for demolishing the Turnbridge. But budget and logistical constraints kept it from transpiring. The effort would have cost over \$3 million.

Mackay said that MDOT prioritized other projects. The most viable option seems to be reimagining the corridor as something else.

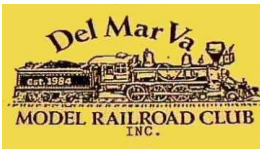
"Right around 1992 was when Easton decided that they wanted to build a rail trail in town," Mackay said, "and it was done by 1993."

Chugging right along to 2005, the Tory Brown Rail Trail above Baltimore and the Western Maryland Rail Trail "became very popular." "On the back of those two, I think there was like a push to say, 'Hey, let's emulate that over here, and try to get some of that going,'" he said.

In 2007, the Department of Natural Resources came into the picture. The goal of the Maryland Transit Administration was to rail-bank the portion of the railroad that involved Denton. Rail banking is allowed through the National Trail System Act, and the goal is to "conserve rail infrastructure like this that is not being used for trains and letting it be used for something in the intermediate time...in most cases, it's a rail trail," Mackay said.

He went on to explain that the rail infrastructure can also be conserved into transit line or utility right of way. "It can be kind of anything, as long as the potential for the rail service to come back is still there," Mackay said.

To rail bank the line, there needs to be a "trail sponsor." The original idea was to have DNR be the "trail sponsor" for the stretch of railroad in Denton, including the bridge. But Mackay explained that idea didn't pan out. Harry Romano, Mackay's predecessor and the expert I spoke to for the last installment, was the driving force behind the unique strategy to have the MDOT Secretary's Office be the official trail sponsor. "It's all different enough that even though MTA is the owner, we could get the Secretary's Office to be the trail sponsor. And they're different enough organizations that that we were able to make that work...So it is rail bank now, and it's conserved for the future."



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The rail banking occurred in 2013, and this status remains the defining factor in where the Turnbridge stands. At the moment, there is nothing actively utilizing the rail corridor in Denton. No trains run across it, no public space has been developed around it, and no utilities have been installed along the right-of-way. On the land surrounding the bridge, you can still find old railroad tracks or see the lines in the road where tracks were paved over. And with the exception of the lights that were added to ensure a boat or bird doesn't hit it, the bridge hasn't been touched.

Mackay emphasized that Denton is far from the only place facing this question. Across the Eastern Shore, several trail projects have already been completed or are in development along Maryland Transit Administration rail lines. He believes that, eventually, these disconnected segments could become something larger – connecting rail trails from Kent Island to Centreville to Denton and into Delaware.

To inch closer to that pipe dream, Mackay said his solution was to bring DNR back to the table. “The purpose of having DNR was to leverage their knowledge and leverage their ability to do recreation,” he said. This proposition led to a state grant announced by MDOT last August, which included \$160,000 intended for DNR to study and partially design options for converting the “rail-banked” Choptank River railroad bridge for interim rail-trail use. The work would include evaluating what's left of the structure and developing some design alternatives. But as of mid-January, Mackay said, the grant agreement had not yet been signed. Either way, just the concept of a trail in the works is probably the most exciting movement forward in the Turnbridge's recent history.

In Mackay's view, converting the rail corridor and bridge into a functional trail is daunting — but not unachievable. “I found an example of a very similar bridge out in Idaho,” he said. The Idaho solution to maintaining an open vertical channel for boats was to lift up the railroad bridge. While the example Mackay spoke of vertically expanded a much longer bridge over a much higher clearance, the Turnbridge would only need to meet the required vertical clearance of 25 feet.

You might be thinking ‘how much is that going to cost?’ The answer is: a lot. But Mackay stressed that even a major retrofit would still be cheaper than replacing the bridge entirely.

Even in the best-case scenario, however, Mackay cautioned that change would not come quickly. If any project concerning the bridge were to suddenly move at “warp speed,” he estimated it would still take about five years. Realistically, he said, it may be closer to ten, as long as the ball starts rolling soon.

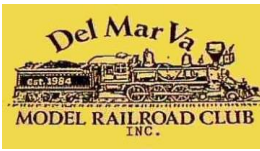
For now, Mackay said the Turnbridge's future is “all in the wind.” But if the idea were to gain traction locally... “It would be really, really helpful... for the town and the community to sort of chime in and just be supportive and push it along a little bit,” he said, “It really would be good for the town because, especially with Denton, that Visitor Center is just fantastic. And then with the Yacht Club and the dock on the other side, and the little basin there... that's like a perfect little recreational spot. And it would just frame out that whole area, just fantastic.”

Keep that in mind as you look forward to the final installment of this series next month, where we'll look further ahead to what it might take for the Turnbridge to get a long-awaited makeover.

From Rowland Ritte via Alex Mayes

Southern Railway No. 722 is scheduled to return to service soon

After being sidelined for several years, Southern Railway's 2-8-0 No. 722 is expected to be back in service in 2026. The Ks-1 Class consolidation is currently in its final stages of restoration by the Great Smoky Mountain



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Railroad at its shops in Dillsboro, NC after undergoing six years of extensive work. Included in the restoration is conversion from burning coal to oil firing.

The 722 was built in September 1904 by the Baldwin Locomotive Works to run on the Southern Railway's Murphy Branch hauling freight between Asheville and Murphy, NC.

Following several owners the 722 was traded back to the Southern Railway in 1967 for use in its new steam excursion program. The 2-8-0 was repainted into the Southern's attractive green and gold passenger scheme and pulled excursion trains over most of Southern's lines. Many of these trips were sponsored by various NRHS Chapters.

In November 1985 No. 722 was retired due to the expiration of its boiler certificate. The engine was acquired by the Great Smoky Mountain Railroad in 2000.

On March 10, 1979, the 722 pulled an excursion from Alexandria to Calverton, VA, on the Southern main and then west on the nine-mile Warrenton Branch to Warrenton, VA. This excursion was sponsored by the Potomac and Washington DC Chapters NRHS, and the Chesapeake Division of the Railroad Enthusiasts, known as the Joint Trip Committee.

I chased this trip and took photos; this shot was taken on the Warrenton Branch near the five-mile marker.



(Photo by Alex Mayes)

From Rowland Ritte via Charles Plantholt via Walter Gay via Union Pacific Steam Club Union Pacific Steam Club Update #45 – March 20, 2026

Union Pacific, founded by President Abraham Lincoln in 1862, unveiled our plans to celebrate the United States, its amazing history and the people behind it unparalleled success story with two new locomotives and the first Big Boy steam tour to the East Coast in honor of America's 250th Anniversary.

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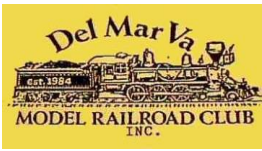
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Big Boy, the world's largest steam locomotive, will journey to Philadelphia for Fourth of July, with stops planned in Illinois, Indiana, Ohio, New York and Pennsylvania.

Our nation's origin will be celebrated with a beautiful [No. 1776 – America250 locomotive](#) that will feature an American flag waving against the backdrop of a traditional, armor-yellow Union Pacific locomotive and the America250 logo. President Lincoln, our founder, is commemorated with the [No. 1616 locomotive](#) in a paint scheme characteristic of his era.

Our third, and newest, [commemorative locomotive No. 4547](#) was built in partnership with Wabtec. It celebrates our current president, President Donald J. Trump and features large, flowing American flags on each side of the locomotive, one with 13 stars for the original colonies and the other depicting today's beloved red, white and blue flag.

This is the third in a series of presidential locomotives, which also includes the No. 4141, the locomotive that honors the late President George H.W. Bush, and that allowed our proud Union Pacific employees to transport the late president to his final resting place in College Park, Texas, where the locomotive is now on display at the George Bush Presidential Library and Museum.

“Union Pacific is honored to take part in the 250th anniversary of this great nation,” said Union Pacific CEO Jim Vena. “Each of these commemorative locomotives symbolizes important moments in the history of Union Pacific and the U.S. Our shared history shows the vital role railroads have played and will continue to play for generations to come.”

Big Boy will leave Cheyenne, Wyoming, March 29 for the [first leg of its historic tour](#), returning April 24, after making stops in California, Nevada, Utah and Wyoming.

The Eastern leg begins May 25 and will include display days in Omaha, Nebraska; Chicago, Illinois; Buffalo, New York; and Scranton, Pennsylvania, before Big Boy's arrival in Philadelphia for Independence Day. Additional display days are anticipated in Altoona, Pennsylvania and St. Louis and Kansas City, Missouri, before the tour concludes July 29.

A [detailed schedule](#) for the East Coast leg, including whistlestop locations, will be released at a later date. Anyone interested in learning more is invited to join Union Pacific's Steam Club at upsteam.com.



(Photo by Union Pacific)

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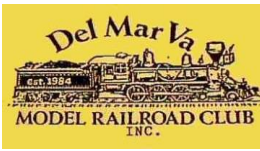
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For a Laugh

My Aunt's Neighbors and Their Disappearing Cat

My aunt's neighbors, in New York City, had a beautiful cat named Felix. They would let him out during the day, but he would come in during the night.

One cool October evening, he just disappeared. They searched for days, but could not find him. The following Spring he showed up clean and healthy. They thought he just got out to sow his wild oats.

All was back to normal and everyone was happy until the following Autumn when Felix disappeared, showing back up the next Spring.

Perplexed about the rather strange nature of it all. They walked around the neighborhood asking if anyone knew about Felix and his disappearing act.

While talking to an older couple, who lived 5 houses down from them, the mystery was solved.

"A black cat?" asked the woman. "Oh, yes. My husband and I just hated to see him out in the cold, so we bought a cat carrier. We took him with us to Florida for the Winter."

Actual State Laws Still on the Books

Indiana – It is illegal to dress a female doll in men's clothing, and vice-versa

Maryland – It is illegal to have thistles growing in your yard.

Florida – Parking fees for your vehicles also apply to all elephants to a parking meter.

California – A woman could face up to 1 year in jail for driving while wearing a housecoat..

Minnesota – You cannot cross the state line while carrying a duck on your head.

Kentucky – By state law, you must bathe at least once a year.

North Carolina – It is illegal for cats and dogs to fight.

Colorado – Car dealerships are prohibited from showing cars on Sundays.

Wyoming – It is illegal to molest a cougar.

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 until 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.

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 11-12, 2026 – The Great Scale Model Train Show. Maryland State Fairgrounds, Cow Palace Timonium, MD. Hours: Sat: 9a-5p, Sun: 9a-3p. Admission: Adults: Sat & Sun: \$12, Sun: \$10. Kids under 16: Free. For over 4 decades, the largest and most popular show in the MidAtlantic, and still growing! 200+ exhibitors,

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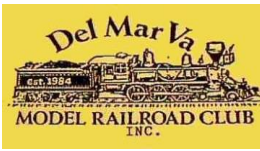
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dozens of operating layouts, free “how-to” clinics, exciting drawings and prizes, locomotive upgrades and repair, great food and refreshments, mobility-friendly —all in the 3 and half acre Cow Palace at the Maryland State Fair grounds in Timonium, MD.

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. Set up at press time is 10a, but they are looking to move it back to 9:30a. 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>.

November 21, 2026 – Hartly Train Show. Hartly Volunteer Fire Co., 2898 Arthurville Rd., Hartly, DE. 9a-2p. 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/>

November 28-29, December 5-6, 2026 – DelMarVa Model Railroad Club Open House. 103 East State Street, Delmar, DE . Enjoy 8,000 square feet of trains operating on seven layouts displaying several scales. Layout in the Camelot Hall on the 2nd floor. Access is stairs only. Hours: Sat.: 11a-4p; on Sun.: Noon-4p. For details, please visit: www.delmarvarailroadclub.org. (December 6 is the 40th Anniversary of the club's first open house.)

January 2-3, 9-10, 2027 – DelMarVa Model Railroad Club Open House. 103 East State Street, Delmar, DE. Enjoy 8,000 square feet of trains operating on seven layouts displaying several scales. Layout in the Camelot Hall on the 2nd floor. Access is stairs only Hours: Sat.: 11a-4p; on Sun.: Noon-4p. For details, please visit www.delmarvarailroadclub.org.

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Rowland Ritte, President	John Gladmon, Director (2028)
Jeff Shockley, Vice President	Charlie Larrimore, Director (2028)
Linda Long, Secretary	David Legates, Director (2027)
Bill Deeter, Treasurer	Ivan Smith, Director (2027)
Tim Burlingame, Director (Past President)	

Committee Chairs:

John Huntzinger, Activities	Joe Mueller, Museum
Tim Burlingame, House	Linda Long, Open House
Rommel Miller, Library	Vacant, Publicity
Bill Deeter, Membership	Jeff Shockley White Elephant
Shawn Black, Safe & Sec	John Gladmon, Social Media

Scale Coordinators:

Tim Burlingame, O Gauge	Charlie Larrimore, Bill Shehan Room
Bill Deeter, HO Scale	Charlie Larrimore, Tin Plate
Ed Frampton, N Scale Modular	Steve Long, N Scale DCC
Ed Frampton, Z Scale	Robert Scott, S Gauge
Ed Frampton, T Scale	

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