

# DelMarVa Timetable



News of the DelMarVa Model Railroad Club

## May 2026

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

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

Jeff Shockley, Editor

Celebrating our 42<sup>nd</sup> year of promoting model railroading

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### Next Meeting

The next meeting will be Wednesday, May 6, 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 May Birthday to:

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

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

## Club News

### A Steve Long Find on eBay

*Jeff Shockley*



Steve Long found the picture on the left on eBay and sent it to me. It is from 1956, showing an O-Gauge(?) operating session at the "Delmar Model R.R. Club" in Delmar, DE. Pictured is (I am thinking from L to R) Frank Gardinier, Ken Graves and Jack Klim.

It is described as "Nice vintage model railroader glossy photo measuring about 9" x 7". Item has some curl, with minor edge wear and surface soiling. ID on reverse. Nice vintage photo."

Any information would be helpful.

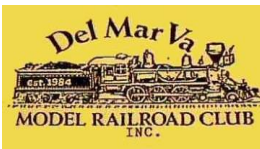
### Stephen Fuguet Donation

*Jeff Shockley and Linda Long*

On Thursday, April 2, we received a call on the club phone from David Fuguet, concerning his father's, Stephen, model railroad collection. He described it as G, O and "an extensive N-Gauge layout" located in Trappe, MD.

We asked Stephen if he thought about selling the collection. His reply was, "I asked a couple of local dealers and the best offer I got was \$.10 on the dollar. Another person talked about having an auction, but I don't want to transport it anywhere. Nor do I want a lot of strangers walking through the house or my yard. Linda and I talked for a good while last week and I just knew, right then and there, we made the correct decision to donate it to you all to put it to good use."

Steve and Linda Long drove to the location to see what it was all about. To Steve's dismay, the "N-Gauge layout" turned out to be HO. But, what a collection it was!! G scale, O gauge, HO scale items (locomotives,



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rolling stock, buildings and accessories in all 3 scales), books, pictures/paintings and paperwork. Except for what the family wanted to keep, whatever was left was ours to take.

After talking to Stephen and David, Linda learned that everything had to be out of the house by May 19, due to Stephen moving to PA. So, over 3 days (April 4, 10 & 12) members of the club worked several hours each day, packing and transporting it to the club in numerous vehicles.

What made it more interesting, the majority of the items were on the second floor accessible only by a narrow spiral staircase. Steve Long rigged up a pulley system to raise empty boxes up and lower them back down once they were filled.

Once at the club the fun began, as it all had to be carried up the 22 steps to the clubhouse. Thank you to the younger generation!!!

Thank you to Steve and Linda Long, Rowland Ritte, Ivan Smith, Harry Semenko, Bill Hugues, Tim Burlingame, Shawn Black, Russell Phillips, John Nawn, and Jeff Shockley for working tirelessly to get the job done. *Great teamwork!*

After 29 hours, over 5 days, Jeff Shockley put together a complete inventory of the collection (excluding the books, paintings, pictures and paperwork.) Now the only thing left to do is get it all priced and ready for sale.

## Library Report

John Huntzinger

Often, when one is looking for ideas or inspirations for their model railroad, they like to be able to look at photos, especially color photos. One publisher of a great variety of color train photos is *Morning Sun Books*. The Club has just received a donation of a lot of these books.

So far, two boxes of books have been catalogued and are on the shelves in the library (there are quite a few more boxes to go through). As of now, we have 5 books on the PRR (not *Morning Sun*, but good for research- *Triumph II, III, & IV*) and several other PRR *Morning Sun Books*. Also, 4 *Morning Sun Books* on the Reading Company, two about shortline railroads in Pennsylvania, one on the C&O, and 4 more in their "Trackside" series that have multiple railroads and are organized by locations to include Scranton, Allentown, and NYC.

Books in the library are shelved alphabetically by the book name (if the title starts with "A" or "The", that's ignored. If you'd like a digital copy of the "catalog", bring in a thumb drive and we can put the catalog on that. The catalog of magazines can also be put on a thumb drive.

## Layout News

### HO Layout

#### Crew Call for DMRRC Club Prototype Operating Session

**When:** Saturday May 16, 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](mailto:Operations@delmarvamodelrailroadclub.org)

**Email:** [DelmarvaTimetable@delmarvamodelrailroadclub.org](mailto:DelmarvaTimetable@delmarvamodelrailroadclub.org)

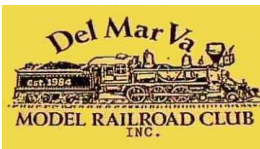
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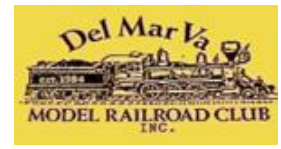
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It makes for a better session if we know how many are planning on attending, also let us know if you want to work with an experienced crew member

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.

## **April 2026 Dispatcher's Report HO Scale Operating Session – April 11, 2026**

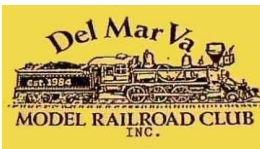
*John Nawn, Chief Dispatcher*

On Saturday, April 11, we conducted our second Operating Session of 2026 on the HO Scale Layout of the Delmarva Model Railroad Club. Twenty two (22) Crew Members were present. This included Dispatcher, Parkersburg High (PH) Yardmaster and assistant, Parkersburg Low (PL) Yardmaster and assistant, Chillicothe Yard Master (CH), Steel Mill Yard Master and a C&O Portsmouth Sub Trainmaster. The remaining personnel were split between eleven (11) 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. We started at about 2/3rds of the way through the schedule and rolled right into the top of the next day, completing a good portion of that schedule. We operated a total of 47 trains and 450 cars this session, including two trains from the steel mill up the hill to the slag dump. See the summary elsewhere in this issue.

We had many new operators and most trains operated with two man crews, accordingly. Two mainline trains were annulled (PH-97 and HA-97) along with all W&PC service. No extras were called. There were no reported derailments during this Session.

We had one of the locomotives on a passenger train fail, but the train was able to maintain its schedule with a single locomotive. One car on the Metropolitan had to be set out. The switch serving the westbound end of



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track 7 at Grafton was reported as problematic as was the crossing at Grosvenor, although neither hampered operations.

The Command Station continued to perform well with no address or MU issues. Operations Bulletin 2025-11-1, remains abolished with all operations being as directed by the Dispatcher. A new Bulletin is forthcoming. The Parkersburg Dispatcher continued authorizing all movements on the entire railroad, including the branch and the Weiland and Port Charles, all trains beginning and ending and 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. Our Crew Caller was in duty. As a reminder, 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.

So, please join us for our May Operations session, Saturday, May 16, 2026. Please note that is the third Saturday of this month. We start promptly at noon, so please arrive by 11:30 AM. The Superintendent has issued the Crew Call already. *Looking forward to seeing anyone interested in prototypical operations and fun.*

## 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
Apr	22	16	16	11	0	4	47	150	156	110	0	34	450
<b>Total</b>	<b>36</b>	<b>16</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>98</b>	<b>150</b>	<b>156</b>	<b>110</b>	<b>0</b>	<b>34</b>	<b>1,015</b>

### Western Maryland Orange Insulated Boxcars: Are They Prototypical?

*Jeff Shockley*

Among the Stephen Fuguet donation, mentioned previously, were 2 orange/black Western Maryland boxcars numbered "3" and "5". What I could not understand was the word "Insulated" under the "Maryland".

I asked, "Are these prototypical?" I received the following report from Bill Deeter.

The 15 insulated plug door boxcars in the Western Maryland Railway class RB were leased by the WM from Merchants Dispatch Transportation Corp. and were the closest thing the WM had to a reefer.



Actual Western Maryland Insulated Boxcar #3



An HO scale model of Western Maryland Insulated Boxcar #5 pictured in the Parkersburg, WV High yard at the DelMarVa Model Railroad Club. (Photo by Jeff Shockley)

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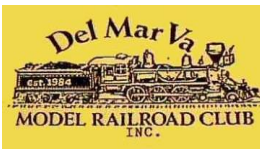
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The cars were not ice-cooled or mechanically refrigerated, but simply insulated. Apples from Franklin and Adams counties in Pennsylvania usually kept these "reefers" busy.

These were also the most colorful cars the WM operated. The sides were orange with black lettering. Ends and roof were boxcar red with white end lettering. There was also some white lettering on the door sides.

## Railroad News

From Brett Shortall via the *Caroline Review*

### Turnbridge at the Switch

*Kennedy Thomason*

Part 3 of a series on the history and future of Denton's Choptank River Railroad Bridge

April 7, 2026

<https://carolinereview.com/>

Goldsboro, MD

**Denton** – To effectively conclude what I hope has been an informative series on the Choptank's beloved turnbridge, I must first start back at the beginning of where the idea for this series started – a grant announcement.

As mentioned in previous installments, there has been extensive talks and finally an inkling of movement towards establishing a trail along the spur of the rail-banked corridor that the bridge is a part of. The Department of Natural Resources has taken the lead on this project, and they were kind enough to send me the following statement about the grant and its furthering of this trail possibility:

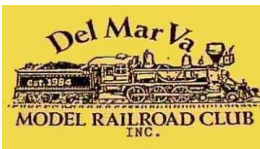
“Frederick Douglass Rail Trail is the working name of DNR's efforts to develop recreation in the rail banked corridors in Caroline, Queen Anne, and Talbot Counties. The corridor has also been referred to as the Oxford Branch, Easton/Clayton Line, and Upper Chesapeake Rail Trail.

The corridor is composed of two components. A main line runs from Easton, through Tuckahoe State Park, travelling northeast to Marydel on the state line. The corridor continues in Delaware to Clayton. The corridor also includes a spur, which branches from the main line in Queen Anne and heads east to cross the Choptank River into Denton. The whole line has been rail-banked and is owned by MDOT (including the portion in Delaware). DNR has a lease with MDOT for potential recreation along the corridor (main line and spur) for the portions lying in Maryland.

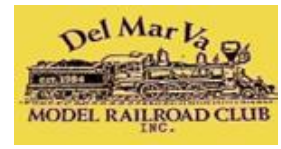
The trail has already been developed along three stretches of the corridor. DNR repaired and restored the trestle on the main line over Tuckahoe Creek within Tuckahoe State Park and added it to the park's trail system. DNR also has sub-leases with the Towns of Easton and Ridgely where they have developed trail within the corridor inside town limits.

DNR recently received grant funding to conduct an engineering review and feasibility study on the crossing over the Choptank along the corridor spur by Denton. Due to its age, the bridge structure could become a liability to the state. The feasibility study will determine the structure's suitability to support trail-sized loads and what components would need to be repaired/replaced for this purpose. A key element of the study is developing alternatives to cross the navigable channel of the river, which requires 25-foot clearance (the rail bridge has a moveable swing-span, currently locked open). The completed study will inform further discussions by MDOT and DNR regarding stabilizing the bridge and potentially providing pedestrian access and related recreation across the Choptank.”

So, is a trail with a walkable (or bike-ride-able) bridge incorporating the original turnbridge a certainty? Not exactly. But it is a real possibility. So, I had a conversation with someone I consider an expert on outdoor public



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recreation, funding mechanisms, utilization of existing resources, bridging gaps between the perspectives of various subsections of our community, and radical optimism – Sue Simmons.

In addition to her 50 million other hats, Simmons is part of the board of the Maryland Eastern Shore Trails Network, a newly formed group that advocates for trails that sometimes use these state-owned, rail-banked corridors as trail opportunities. “We are a group of citizen advocates and local policymakers and cyclists and walkers,” she said, “we're trying to come together.” The board formed just over two years ago, but they have been steadily improving upon a more organized lobbying strategy for trails on the Shore.



Example of an existing (and quite successful) trail in Kent Island. The Cross Island Rail Trail was constructed on the first stretch of the abandoned Queen Annes Railroad corridor and weaves across the entire island. (Photo from Wikipedia.)

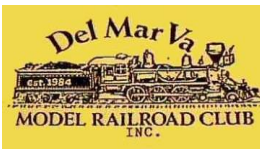


Easton’s paved Rail-to-Trail connects schools, neighborhoods, athletic fields, parks, and downtown businesses, offering a safe space for pedestrians to walk to bike around town. (Photo from TrailLink.)

Simmons argues that while trails do provide much needed publicly accessible outdoor space for exercise and leisure, they can also play a vital role in safely connecting us with necessary points. “We in rural areas do have a love affair with our cars,” she said. But do we always have to get from point A to point B the fastest, most efficient way possible? Isn’t the Eastern Shore’s whole schtick that we take the slow lane? Wouldn’t it be nice if instead of sharing the roadways (that often lack sidewalks and shoulders) with these cars to get to places like parks, grocery stores, and community centers, we had dedicated trails to ensure the safety of pedestrians? Probably!

She also mentioned that trails are becoming more popular for both local use and as tourist destinations for avid trail-ers, but the work to convince policymakers and other community members alike that the cost is justified remains. “Nothing gets done if there isn't a momentum and voices that are advocating and reminding,” she said, “And we have lessons to learn. I can tell you, in the 40 years that I've been in the public recreation field, what I have seen over, say, in Anne Arundel County, there's more humans, there's more resources available, but they've also created some trail pathways that are really meaningful connectors for their citizens, and we on the Eastern Shore deserve that too.”

Simmons acknowledged that not everyone will be on board, and that’s okay. Everyone has their personal perspectives on what is important or what is a good use of land and resources. It is also something that will take years, probably a lot of them, to get accomplished. But with the momentum that is already building, I’m confident



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that turnbridge will again serve its purpose of connecting people and places, it just may look a little different than before. At any rate, anything is better than allowing a failing structure to continue slowly disintegrating into our favorite waterway, posing threats to both boats and people.

Thank you for taking this journey through time, space, and complicated railway bureaucracy with me via Turnbridge at the Switch. I have very much enjoyed hearing everyone's thoughts as the series has developed, and I hope to continue keeping the community informed if/when this train starts rolling again!

## From Trains

### Union Pacific Big Boy to handle fundraising excursion on Reading & Northern

The June event will benefit the Union Pacific Museum

April 3, 2026

<https://www.trains.com>

Waukesha, WI

Union Pacific Big Boy No. 4014 will pull a public excursion on Pennsylvania regional Reading & Northern as part of its Coast-to-Coast Tour celebrating 250 years of American independence.

The June 14 trip from Nesquehoning to Pittston, Pa., will be a fundraiser for the Union Pacific Museum, which is located in Council Bluffs, Iowa. Tickets are not yet on sale to the public; museum patrons have the first opportunity to buy tickets, [according to a post on the museum ticketing website](#). Details about the trip have since been removed from the web page.

Reading & Northern is home to former Reading Co. T1 4-8-4 No. 2102, which operates several times per year in excursion service on the railroad. The railroad also offers excursions behind diesels and aboard Budd RDCs. Last year Reading & Northern set a record by carrying more than 400,000 passengers for the first time.

The Big Boy is currently in Salt Lake City on the Western leg of its cross-country tour. The Eastern leg begins May 25 and will run on Norfolk Southern east of Chicago, with the exception of the Reading & Northern mileage.

UP has yet to release a full schedule for the Eastern portion of the tour, but has said display events are planned for Omaha, Neb.; Chicago, Buffalo, N.Y.; Scranton and Altoona, Pa.; plus St. Louis and Kansas City.

## From Nancy Lynam Facebook page

I captured this traveling northbound in Townsend on April 21, 2026



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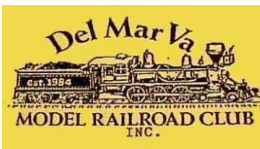
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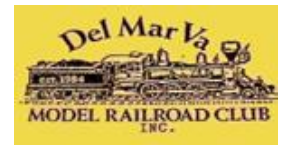
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### From FOX News

#### 2 trains collide in Denmark, leaving 5 people critically injured

38 passengers were aboard the two trains that collided near Hillerød, about 25 miles north of Copenhagen

Associated Press

April 23, 2026

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

New York, NY

Two trains collided in Denmark early Thursday, leaving five people critically injured in what police called a major incident.

The collision occurred around 6:30 a.m. near Hillerød, about 40 kilometers (25 miles) north of Copenhagen. Roughly a dozen other people have minor injuries, according to the Greater Copenhagen Fire Department.

There were 38 people aboard the two trains, according to a spokesperson for the North Zealand police.

Officials originally said four people were critically injured but revised that figure hours after the crash. It was not immediately clear whether the train's drivers were among the victims.

Investigators are looking into what caused the collision, which occurred near a level crossing. Photos from the scene show the front ends of the trains smashed, though both remained upright on the tracks.

The mayor of the nearby town of Gribskov, Trine Egetved, in a post on Facebook, said some of the injured were flown to the hospital.

She said the crash occurred on a local rail line that's used by many Gribskov residents, employees and schoolchildren.

No other details were available.

### From the Lewes Junction Railroad & Bridge Association Special Notice – April 27, 2026 Locomotive Arriving at Lewes Junction!

A little more than one week away and we are feeling confident – **locomotive #60 will arrive at Lewes Junction on Tuesday, May 5!** All of the jacketing has been sized and sent off for painting, and the locomotive itself has been fully sandblasted, primed, and is being painted. The cab is complete at FMW's Soddy Daisy, TN location and will reunite with #60 when they both arrive in Lewes, DE.

#60 will arrive in two parts — frame and boiler — and once here, rotators will position the parts and FMW will begin reassembly. The cab is scheduled to arrive at about the same time (wheels and fingers crossed!), which would keep the reassembly process moving along. As mentioned in the last newsletter, we've acquired a headlight that will be mounted to the front of the locomotive, a wonderful finishing touch.



Left & Above: Engine #60 getting ready for the big move from Wilmington and Western RR to Lewes Junction.  
(Photos courtesy of FMW Solutions)

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## From *Union Pacific Steam Club*

**Update No. 46 – April 28, 2026**

### **Big Boy East Coast Tour Schedule**

Union Pacific's famed Big Boy No. 4014, the world's largest operating steam locomotive, will journey to the East Coast for the first time in collaboration with Norfolk Southern as part of a historic coast-to-coast tour as both railroads celebrate America's 250th anniversary.

The tour includes a Fourth of July celebration in Philadelphia, major display events in eight cities and more than 50 whistle-stops in 10 states, including stops for the first time in Indiana, Ohio, New York and Pennsylvania. This will be the first time No. 4014 has ever steamed east of Chicago.

As the Big Boy makes this highly anticipated journey, the eastern portion of the tour will operate across the Norfolk Southern network, marking a historic collaboration between two of the nation's storied railroads and bringing the legendary locomotive back to communities that helped power America's industrial rise.

"Union Pacific couldn't be prouder to share this powerful piece of history with the nation and to be a part of America's birthday celebration," said Union Pacific CEO Jim Vena. "This tour celebrates our company's rich 164-year history, our nation's amazing story and the people who have helped build our great country and our railroad."

"Railroads helped build this nation by connecting people, communities and commerce— work carried forward for generations by dedicated railroaders," said Norfolk Southern President and CEO Mark George. "As the United States approaches its 250th anniversary, Union Pacific's Big Boy's return to the East on Norfolk Southern rails reflects a shared legacy."

The Coast-to-Coast tour resumes from Cheyenne, Wyoming, on May 25. Big Boy No. 4014 returned April 24 from the western leg, featuring a ceremony in downtown Sacramento, near the historic Milepost 0 of the Central Pacific, where eastward construction on the nation's first transcontinental railroad began in 1863.

Eight major public display events will be held in:

- May 30 – Omaha, Nebraska (near the Union Pacific's historic Milepost 0)
- June 3 – West Chicago, Illinois
- June 10 – Buffalo, New York
- June 15-16 – Scranton, Pennsylvania
- July 4-5 – Philadelphia, Pennsylvania
- July 9-10 – Altoona, Pennsylvania
- July 14 – Fostoria, Ohio
- July 19 – St. Louis, Missouri

In addition to the public display days, rail fans can see this historic machine in action at over four dozen whistle-stops, generally 15- to 30- minutes long. Complete details can be found on [www.UP.com](http://www.UP.com) in the official steam schedule.

As part of the tour, the Union Pacific Museum will be selling tickets for rides in vintage passenger cars pulled by Big Boy through the Poconos Mountains in Pennsylvania on June 14. Interested riders can purchase tickets from the Museum at [www.UPtrainTix.org/](http://www.UPtrainTix.org/). This will be the ONLY passenger excursion opportunity on this tour.

On the eastern leg of the trip, Big Boy will be accompanied by Norfolk Southern commemorative locomotives as well as several historical passenger cars from Norfolk Southern's Heritage Fleet.

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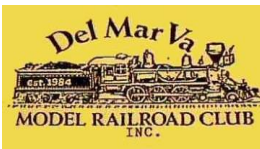
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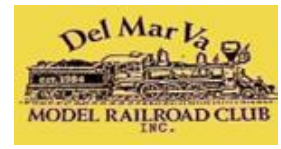
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# DelMarVa Timetable



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Jeff Shockley, Editor

Celebrating our 42<sup>nd</sup> year of promoting model railroading

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The coast-to-coast tour highlights the histories of Union Pacific in the West and Norfolk Southern and its predecessors in the East, reflecting the shared legacy of American railroads serving as the backbone of the country's economic growth.

In the coming weeks, Norfolk Southern will unveil its commemorative U.S. 250 series.

## From WBOC News

### Fire at Pocomoke River railroad bridge leaves boaters waiting for repairs

[Anthony Evangelista](#)

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

Salisbury, MD

May 1, 2026

**Pocomoke City, MD** – A fire at a railroad bridge over the Pocomoke River has left some boaters stuck while crews work to repair the system that opens the bridge for river traffic.

The bridge tender's hut burst into flames Tuesday, damaging the electrical controls and other equipment used to operate the bridge. Since then, the bridge has remained closed over the water, preventing larger boats from passing through.

Cecil Jones, a boater who uses the river for work, said he first noticed the issue when he called dispatch to have the bridge opened.

"The bridge stays open and closes for the train and reopens for river traffic in the summer months," Jones said. "I saw that it was closed. So, I called the dispatcher, informed me of a fire and a control station for the bridge, a major fire."

Jones said his boat is now trapped on one side of the bridge. He said he needs to get to the Chesapeake Bay and then the Potomac River to begin setting gear for blue catfish.

"I need to be able to transit to the Chesapeake Bay to go to the Potomac River so I can set my gears, start making a living," Jones said. "And it's my time of year right now to start."

Contractors were on scene Friday working on repairs. Tristan Boling, a signal maintainer with Diamondback Signal, said crews are focused on repairing damage caused by the fire.

"We're repairing basically any sort of fire damage that had happened Tuesday," Boling said. "By the time I got here Tuesday, everything was completely charred black."

Boling said crews are working on the power distribution side of the bridge, which he described as the first step toward getting the bridge operating again.

"They're rewiring the power distribution side of things," Boling said. "They're repairing that side because a lot of that got damaged in the fire."

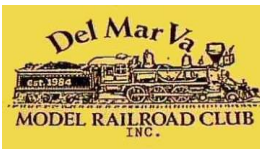
Boling said there is no set timeline yet for when the bridge will reopen to boat traffic. He said temporary fixes are being considered while crews work toward a more permanent solution.

"A few of our next steps are going to be temporary fixes while we go for a long term solution of rebuilding a permanent structure, which could get a little complicated," Boling said.

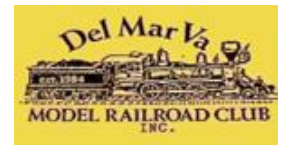
Jones said the uncertainty is the hardest part.

"The timeline part is the most damaging part to me mentally, not knowing when you'll be able to go to work," Jones said. "I'm trapped. I'm essentially just trapped behind a bridge."

For now, boats that cannot fit underneath the bridge are not able to pass through that stretch of the Pocomoke River.



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## For a Laugh

### You Forgot the Mustard!!

An elderly couple were watching TV in bed one night when the woman says, "I sure would like some ice cream right now. Dear, could you go to the store and get some vanilla ice cream."

He replies, "Okay. Vanilla ice cream. I'll be right back."

"Oh, and some chocolate sauce."

"Okay. Vanilla ice cream and chocolate sauce."

She says, "I know you'll forget it. You should write it down."

"I'll remember, don't worry"

Then she says, "And whip cream. Please, write it down."

His reply comes, "Vanilla ice cream, chocolate sauce and whip cream. I can remember that."

"And cherries! You have to have cherries. Just write it down."

"Vanilla ice cream, chocolate sauce, whip cream and cherries. Got it."

He leaves and is gone for a while. When he gets back he hands her a brown paper bag. She opens it and discovers a ham & cheese sandwich on wheat bread.

She less him, "I told you to write it down. You forgot the mustard!!"

### A Husband's Lament

Whenever I hear my wife say, "I was just thinking...", it means I have to move, build, paint or buy something.

### You Know You're Old When...

You turn down the volume of your car radio while you park because somehow it makes you see better.

## 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 and information.)**

**Ongoing 2026 – Tour the Red Caboose.** PRR 477123, built in 1917, at the Lewes Junction Railroad & Bridge Association. 1<sup>st</sup> & 3<sup>rd</sup> 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](http://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](mailto:info@delmarvamodelrailroadclub.org).

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

**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. **Schedule of events: 10:00-10:45 am** – Opening remarks, followed by LJRBA Board Member David Ludlow telling the story of #60's restoration and the intricacies of its operation. **11:00** – Dedication of Locomotive #60 by Joe Stewart (assuming the car's arrival). **11:15** – *Mixed Blessings* a cappella singing group will perform a program of American railroad-themed songs. **11:45** – Invited

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speakers, TBD. **12:00 pm** - Our fourth annual ceremonial Driving of the Golden Spike to commemorate the May 10, 1869, event completing the Transcontinental Railroad at Promontory Summit, Utah. LJRBA supporter Lee Ann Wilkinson and her family will have the honor of the first swings, with members of the public getting a chance to channel their inner Gandy Dancers. Along with caboose tours there will be myriad photo opportunities for children and adults, a chance to snag some highly coveted LJRBA gear, and other treats. LJRBA board members and friends will be on-site throughout the day to answer your questions about our work and the railcars on display.

**May 9, 2026 – Milford Museum American History Series Presents: The Railroad Comes to Delaware.** Milford Public Library. 11 S.E. Front St., Milford, DE. Program starts at 1p. Presenter: Doug Poore. For more info: visit [www.milforddelibrary.org](http://www.milforddelibrary.org) or email [tom@milforddemuseum.org](mailto:tom@milforddemuseum.org).

**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](mailto:luciano1@comcast.net).

**May 16, 2026 – Rails and Ales Train Rides.** Rochester & Genesee Valley Railroad Museum, 282 Rush Scottsville Road, Rush, NY. Hours: Noon-3p. All Aboard for Rails & Ales! Enjoy complimentary tastings from more than a dozen local craft breweries. Ride our vintage diesel train to visit tasting stations located at both ends of the museum grounds. Ticket includes museum admission and complimentary souvenir tasting glass. Refreshments available, FREE parking. Preregistration required. For details, please visit: <https://rochestertrainrides.com/event/rails-ales-train-rides/> or contact Otto Vondrak via email at: [info@rochestertrainrides.com](mailto:info@rochestertrainrides.com) or call (585) 533-1431.

**May 30-31, 2026 – Conrail Days at.** The Railroad Museum of Pennsylvania, 300 Gap Rd, Strasburg, PA. Join us as we celebrate 50 years since Conrail launched on April 1, 1976! Special presentations Saturday and Sunday by Conrail CEO Brian Gorton and members of The Conrail Historical Society on Conrail's significance, history, and modeling. For details, please visit: <https://www.rrmuseumpa.org/>.

**June 6, 2026 – Delmar Day in the Park.** State St. Park, Delmar, DE. **Rain date: June 20.** 10a-5p. Details to be forthcoming. For more info, visit: <https://delmar-chamberofcommerce.com/>.

**June 27, 2026 - Subway Day Train Rides.** Rochester & Genesee Valley Railroad Museum, 282 Rush Scottsville Road, Rush, NY. Join us for a special event commemorating the 70th anniversary of the end of Rochester Subway service and the 110th birthday of Rochester Subway Car 60. Enjoy special exhibits on the history of the Rochester Subway and tour our progress to restore the last surviving car from the Rochester Subway. Ride our vintage diesel trains and tour the largest railroad museum in New York State! For details: please visit: <https://rochestertrainrides.com/event/rochester-subway-day/> or contact Otto Vondrak via email at: [info@rochestertrainrides.com](mailto:info@rochestertrainrides.com), or call (585) 533- 1431.

**August 1, 2026 – Wyoming Peach Festival.** Railroad Ave., Wyoming, DE. 9a-3p (rain or shine.) Details to be forthcoming. For more info, visit: <https://wyoming.delaware.gov/peach-festival/>.

**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.

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For more info, visit website: <https://www.threshermen.org>, email: [threshmen@gmail.com](mailto:threshmen@gmail.com) or call: 410-673-2414 or 410-754-8422.

**August 22, 2026 – Harrington Heritage Day.** The 49th Annual Harrington Heritage Day. 9a-3p. There will be food, craft vendors, demonstrations, and three museums filled with our local history for you to explore. For more info, visit: <https://heritagedayde.com/>

**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>.

**September 19, 2026 – Delmar Heritage Day.** Railroad Ave., Delmar, DE. **Rain date: September 26.** Hours: 10a-2p. There will be free carriage rides, a live band, a rock-climbing wall for the kids, craft and food vendors and more! For info, visit: <https://www.townofdelmar.us/heritage-day.htm>

**October 3, 2026 – Hurlock Fall Festival.** Main St., Hurlock, MD. Hours: 10a-5p. The Fall Festival offers a full day of events – a kick-off parade down Main Street at 10 a.m., arts & craft show, flea market, food, family activities, music by Last Call Band with Buddy Bloom and Chain Break Band with Paul Baker, and train rides in two passenger cars. Advance Train Ride tickets (\$10 per person) can be purchased at the Town of Hurlock office at 311 Charles St. (8 a.m. to 4 p.m. Monday to Friday. **NOTE: Tickets not on sale as of press time.** ). Limited tickets will be available the day of the event. The train departs from Hurlock Train Station for a round trip to Federalsburg at 11:00 a.m., 12:30 p.m., 2:00 p.m., 3:30 p.m., and 5:00 p.m. For more information call the Town of Hurlock at 410-943-4181 or visit: <https://www.hurlock-md.gov>.

**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](http://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](http://www.delmarvarailroadclub.org).

Club Officers:		Committee Chairs:		Scale Coordinators:	
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