

DelMarVa Timetable

News of the DelMarVa Model Railroad Club



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

September 2026

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

Jeff Shockley, Editor

Celebrating our 42nd year of promoting model railroading

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Next Meeting

The next meeting will be Wednesday, September 2, 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 September Birthday to:

• Ed Frampton Terry Fry Don Miller
If I missed your birthday, please let me know. The membership list I am using is missing some members' birthdays.

Club News

NMRA National Convention 2026

Chattanooga, TN

July 27 – August 2, 2026

Linda Long

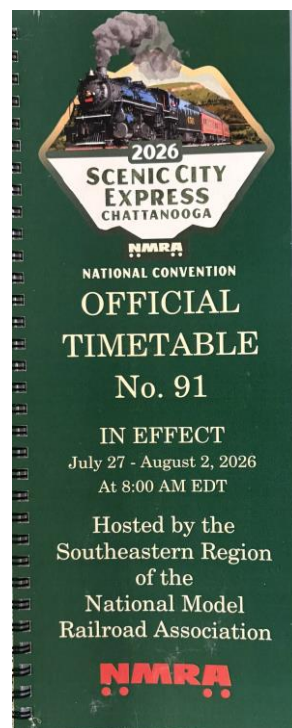
Five DMRRC club members and two spouses attended this week-long convention. Each day was packed with a vast number of events to choose from. Beginning at noon on Monday and running through the week until noon Saturday there were clinics in the convention center. Some were lectures, others were hands-on, including modeling with the masters. There were tours to the Tennessee Valley Railroad Museum (TVRM) as well as shop tours. There were scheduled operating sessions, both in the convention center and in private homes, all of which required pre-registration. My favorite events were the actual train excursions. There were also non-rail tours each day of local museums, gardens, aquarium, and Civil War battlefields. There was bus transportation provided from the convention center to each of the off-site activities (except private home tours and operating sessions).

I attended the convention with my husband, Steve. We chose to drive from Maryland's Eastern Shore to Chattanooga. We divided it into two days, stopping in Christiansburg, VA the first night. Coming from the sea-level flat terrain of the eastern shore, the trip through Virginia and into Tennessee was magnificent. What beautiful vistas and constant elevation change.

We arrived in Chattanooga Sunday afternoon, checked into the host hotel which is conveniently located right next to the convention center. Monday morning, we picked up our convention registration packet and walked around the convention center to get acquainted. Monday afternoon we enjoyed several clinic lectures.

Tuesday was spent in several clinic lectures, one of which was The Great Locomotive Chase of April 1862. Very interesting and well presented. We ended the day with the Scenic City Dinner Train, organized by the TVRM. Two of our fellow club members and their spouses joined us. Having an elegant dinner aboard a moving diner car, with linen tablecloths and napkins, has been on my bucket list for quite some time. My only disappointment was we were delayed in the crowded TVRM station with standing room only for about an hour while the AC in one of the cars was being repaired. Fortunately, once we were able to board the train the experience was enjoyable. We chose the prime rib entrée, it was delicious. One item checked off the old bucket list.

Wednesday afternoon Steve and I signed up to operate on the Free-Mo N layout in the convention center. This was an opportunity for us to operate on a layout we were totally unfamiliar with and using train orders and a 1:3 fast clock. We always operate without a fast clock and use car cards and waybills. We caught on pretty quickly



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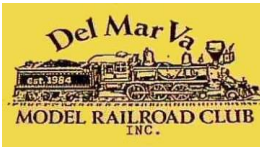
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and were able to maintain the schedule. However, I have to admit we were only assigned passenger trains which in the era of this layout were priority, so it was easy to keep on schedule. It would have been nice to try our hand at a more challenging freight train.

Thursday stands out as the most enjoyable day of this trip. We registered to ride the Scale Trains all-day excursion from Chattanooga, TN to Summerville, GA. The Scale Trains team did an awesome job organizing this event. It was flawless, from the time we boarded the bus at the convention center until we returned to the convention center, the event ran smoothly.



The train was powered by the iconic Steam Locomotive No. 4501, built 115 years ago. When 4501 was refurbished for excursion service it was painted black. In preparation for this excursion, Scale Trains was instrumental in having 4501 repainted in its original green. It was a beautiful sight.

The 12 passenger coaches were restored vintage railcars representing railroad travel from the 1920's through the 1950's. The railcar we rode in was built the same year I was built, but I'm not revealing what year that was.

The journey to Summerville was most enjoyable. We had a conductor, employed by TVRM, who was quite the historian. He strolled from car to car, stopping long enough in each to share tidbits of history about the train we were riding, as well as about the area we were traveling through.

As we traveled along the route it became quite evident the railfan community had prior knowledge of this excursion. There were railfans all along the route with all types of photo equipment. As soon as we passed, we could see the railfans jumping into their cars heading to the next viewing opportunity. We kept seeing the same folks at each location; it became a "oh there he is again". And when we arrived in Summerville, there was a large group of residents there to greet us; I believe one of them was the mayor.

During our stop in Summerville, all passengers were treated to a BBQ lunch organized by Scale Trains, with a choice of pulled pork or ribs or chicken tenders, with 2 sides, beverage, and dessert. It was yummy.

While we enjoyed our lunch, 4501 made a trip around the turntable in preparation for our return to Chattanooga. At about the halfway point in the return the train was stopped and preparations were made for a photo run-by. All passengers wishing to take pictures were invited to disembark and gather in a clearing perfect for the event. The train backed down the track a good distance, then commenced its forward movement, traveling at a perfect speed for all the photographers to capture the perfect shot. During the run-by, Steve and I decided to stay onboard and take the opportunity to tour the other 11 railcars. It was interesting to see the accommodations available to rail travelers in the heyday of passenger rail travel.

Once all passengers were back onboard, we proceeded toward Chattanooga and the TVRM station. During this time, the Scale Trains team distributed a gift, from Scale Trains, to each passenger. We had a choice of an HO scale commemorative Southern Observation Car, or an N scale Gunderson 3250 Covered Hopper. Thank you, Scale Trains. And thank you for making this a most enjoyable day.

Friday Steve and I registered to operate at a private home in Soddy Daisy, TN. We found ourselves in familiar surroundings. The layout was run with NCE, which Steve is familiar with, and organized using car cards and waybills, which is what we use at the club. The three-hour session went by quickly. I was on a role; I didn't want to stop. But it was time to leave. We thanked our gracious host for a most enjoyable evening.

Saturday and Sunday were spent in the train show (sometimes referred to as the candy store), located in several

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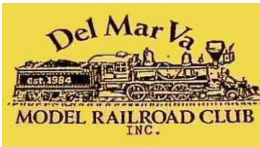
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banquet rooms of the convention center. Steve and I enjoyed the show, and we both indulged in several pieces of “candy”.

The most popular layout at the show was the record-breaking T-Trak layout. See John Nawn’s article in this issue for more details on this subject.

And so ended a week devoted to everything trains. We enjoyed our adventure and will probably consider attending another NMRA National Convention, but probably not until it moves back east of the Mississippi River.

T-Trak and Commitment

John Nawn

Our club was well represented at the National Model Railroad Association (NMRA) annual convention in Chattanooga in July/August. The Longs, the Gladmons, the Nawns, John Steitz and Dave Correia made the trek to the “Volunteer State” for a week of clinics, ops, fan trips, the National Train Show, and of course, the world’s largest T-Trak Layout.

I believe Linda Long is recapping the convention in another article. Suffice to say, we got the chance to take a dinner train, locomotive back shop tour, witness a turntable in operation and ride behind restored Southern Railroad steam locomotive 4501. It was awesome.

My main reason for attending was to participate in the T-Trak Layout, as I think T-Trak may be part of the future of our hobby, but more on that in a later issue. Nonetheless, I am fascinated by the T-Trak concept and wanted to build a few modules. Nothing like a deadline, such as the national convention, to get me motivated to complete them.

So, what’s the big deal with this N-scale layout? Let the numbers set in for a moment: 10,000 square feet, over 750 individual modules, 175 participants, 51 scale miles of track. The layout was run with a Digitrax command station and up to 20 boosters, along with our own Wi-Fi network. Set-up began Thursday and was completed in time for opening Friday at 5:00 PM. Two hours after closing on Sunday, it was all gone. Unbelievable.

The commitment part. There was a prize for the first 50 people who completed a full loop around the railroad. I’m thinking what’s the big deal. So, I found a yard (there were about 24 of them on the layout), set up a train and proceeded to roll. Rookie mistake. Luckily, John Gladmon came by and I quickly handed him my throttle (phone) and ran to the bathroom. On Friday night, with little traffic on the layout, it took two hours, two make a full lap around the layout. Turned out I was one of the first to make the 50 laps, so I got the specially printed freight car. The last car wasn’t claimed until Saturday morning! I made one trip Friday night. Think about the importance of making sure your equipment was up to the task and broken in before hitting the layout.

Saturday and Sunday were the public days for the show, and boy did the public come. There was of course more traffic on the layout too. I was prepared this time. Had my bathroom break before I started, got some snacks to carry along, water bottle in my back pocket and off I went. On the weekend, with the traffic, it took 3 hours to get around the layout each day. I made one trip each day. That’s three hours to get back to where you started from. Three hours never crossing the same track twice. It’s the closest thing to running a real train. That’s commitment! No stops, no breaks, just keep moving, through the crowd, no less. It was well worth the trip and I was happy to have participated. Can’t wait to do it again!

Here’s a couple web sites with videos of the layout. Warning, they’re quite lengthy.

- <https://www.youtube.com/watch?v=-UwUvIcUYrQ&t=2726s>
- <https://www.youtube.com/watch?v=S-nA7tkEyj8&t=1240s>

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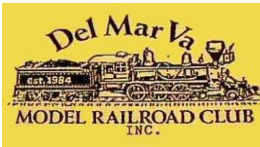
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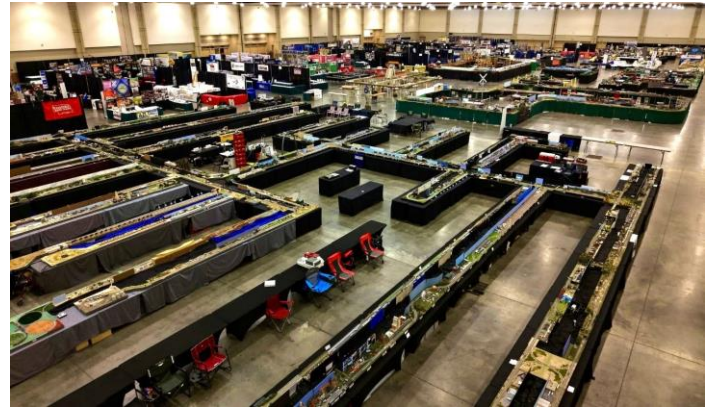
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- <https://www.youtube.com/watch?v=oLGJgDW0Jmg> This video is a Scale Trains Video. The layout appears around 3:08.

I have also included some drone pics.



But I don't have a layout...

John Nawn

The idea of requiring five trouble free laps around our layout before being allowed to use your locomotive during open house is to see how well it operates on the club layout. Not necessarily as a break in period for your locomotive. Ideally, before bringing your locomotive to the club for open house, you have already run your locomotive and 'broken it in'. In a perfect world, your loco is not coming directly from the hobby shop, train show or postman and being opened for the first time on the layout. While it isn't a perfect world, it does not have to be this way, either.

You do not need a full layout to test your locomotives. All that it takes is a loop of track. I do not have an N-Scale layout, but I did bring 6 locomotives and 60 freight cars to operate on the T-Trak layout. At 51 scale miles, there was no '5 laps around' or the opportunity to break in my locomotives on the layout. Aside from addressing all my locos to my assigned address, I also needed to break them in and see how they performed, *before*

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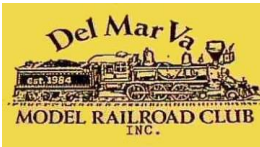
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introducing them to the layout. What to do...I simply set up a loop of N-scale track, hooked up an old transformer and an old command station and viola, I had an N-scale layout.

You can see in the photo, the setup is quite simple. I did it all in one night, from set-up to take down. Fundamentally, DCC is quite simple as you can see in the photo. I know it seems very complicated with the miles of wire we have, Loco net cables, detection computers, etc, but it's not. In the 'old days' you took two wires from your transformer and hooked them to the tracks. Sort of the same thing with DCC. Take two wires from the *fixed* AC or DC on the back of your old transformer and hook them to the DCC command station. Then take two wires from the command station to the 'layout' Done. That's it. Plug your throttle directly into the command station, and your running trains on DCC.

The Digitrax DB150 is very reliable, can be used as a command station, and can be found at train shows and EBAY for about \$100. You probably still have your old transformer. If not, I'm sure Jeff at our company store can sell you one for about \$10. Likewise, I am sure our company store can probably sell you a circle of track for a similar low price. If you use the track with the built in roadbed (Bachmann, Kato), you do not need to fasten it down. Simply set it up on a convenient dining room table (with permission of course). The typical HO scale loop is 36 inches. Add at least one straight track on each side and you have 36 x 45 inches, which is what comes in most train sets, and that will fit on most tables. Run your locomotive around in each direction, at $\frac{3}{4}$ full speed for about 30 minutes each way, and your loco is broken in and good to go. While you have it out of the box, you can also check the coupler height and wheel gage, just saying. And don't worry about addressing it. That can be done at the club in about 2 minutes. All DCC locomotives come set to address number 3 (NMRA standard). If that's the only loco you have on the 'layout', no problem running it on 3. So, assuming you already have a throttle, for about half the cost of a new loco, you can have a layout and make sure your locomotives are running properly before bringing them to the club.

No excuses. Start your layout today and run your trains *before* you bring it to the club.



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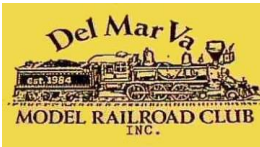
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Member News

Trip to Steamtown

Cheryl Chansler

In July, my family and I took a camping trip to the Poconos. We stayed at a campground called Otter Lake Camp Resort. A little back story, I camped there when I was younger, from late elementary school to high school. The staff has changed but it's still a great camping area.

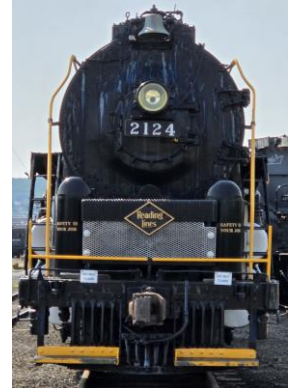
While there, Russell and I took our own exertion to Steamtown which was only an hour away. (My step-daughter doesn't enjoy trains as much as Russell and I do. She and her dad stayed behind at the campground.) Russell had been there in June to see the 4014 Big Boy. Lucky duck. I wanted to see at least a Big Boy even if it wasn't running. So off we set to see the 4012 Big Boy.

I love that Steamtown is a National Park. Free is always good with the way the economy is right now. There were not a lot of people as we went on a Wednesday. I thought it might be busy because it was summer and all. I guess coming on a weekday was the right idea. (I don't like huge crowds.)

The first thing I saw when we got there was the Rahway Valley R.R. #15. It sat by itself as I entered the parking area. The roadway took me around the front of the buildings, a Lehigh Valley caboose painted in red, white and blue with 1776 on it. Then we drove past The Big Boy and a Reading T-1 to finally park. Oh boy, or should I say, oh Big Boy was



I excited. Of course, the first thing I had to do was get some pictures of them sitting side by side. We walked down the sidewalk along the side of the Big Boy. They are not kidding when they say it is big. Not only in length but in height as well. I was in awe. My mouth may have hung open for a moment in astonishment. We walked to the front of the two trains set out from the rest. I saw the 2021 Reading T-1 back in February (see March's newsletter). The one stationed at Steamtown is #2124. Still as amazing as the one that is running. I would assume the same about the Big Boy.



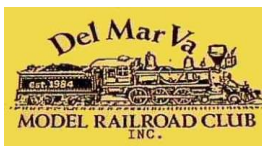
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We walked onto the “boardwalk” that got us high above the engines and various cars stored there. Most of the others that were sitting outside in that area were rusted and dilapidated. It was like looking at an emaciated animal, bones showing and looking ragged. It was nice to see them being stored in a place that appreciates them, but sad to see their condition.

Russell and I then walked into the museum area. We perused around and read about the history of railroading. At least I read about the history. Mr. Know-it-all-of-trains didn't bother. I don't remember much of what I read, so either it didn't grab my interest or I already knew the information.

Next, was the roundhouse. There were more locomotives in this area, more steam engines and diesels. While we were out there, one of the volunteers asked if we were interested in a tour. With nothing else to do, we went on the tour of the workshop.

The workshop was amazing. There were pieces of equipment from back in the day that had been refurbished. The crews working on rebuilding the locomotives wanted to be authentic. The two steam engines being worked on barely had anything left, but the crew was building them right from original blueprints.

The last place we went was inside the roundhouse to see the stored steam engines. There was a catwalk to see the tops of the engines. Massive works of man-made machines no longer in regular use but still standing.

Layout News

HO Layout

August 2026 Dispatcher's Report HO Scale Operating Session – August 15, 2026

John Nawn, Chief Dispatcher

On Saturday, August 15, we conducted our sixth Operating Session of 2026 on the HO Scale Layout of the Delmarva Model Railroad Club. Fifteen (15) Crew Members were present. This included Superintendent, Dispatcher, Parkersburg High (PH) Yardmaster, Parkersburg Low (PL) Yardmaster, Chillicothe Yard Master (CH), and the steel mill yardmaster, leaving ten (10) operators on the Mainline and 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 4:00 PM. We started at about 1/3rd of the way through the schedule and completed most of the day. We operated a total of 34 trains moving 358 cars this session. There were no reported derailments during this Session, and we had one reported equipment failure.

Operations Bulletin 2025-11-1, remains abolished with all operations being as directed by the Dispatcher. 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. Many of our operators got the chance to operate over sections of the railroad that they have never operated on before and seemed pleased with the opportunity.

W&PC passenger train was annulled due to an equipment failure. PH-93 and was also annulled due to traffic flow. One extra was operated under Form 31 orders; and additional section of PH-97 had to be operated to balance traffic and free up yard space.

We continue to work out the details and hone the operations plan for the combined dispatching. Two operations reminders: (1) Before any train moves on the railroad, *other than a switching move within yard limits*, authorization from the Dispatcher must be received. (2) Before any mainline switch is thrown, *even if you have local control*, authorization from the Dispatcher is required. When requesting permission for (1) and (2) above, please wait for a response and understand that said response may not be immediate. *Do not move a train or throw a switch until authorized.*

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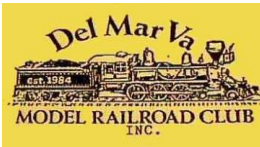
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Our **September Operations** session will be held Saturday, **September 12, 2026**. We start promptly at noon, so please arrive by 11:30 AM. ***Looking forward to seeing anyone interested in prototypical operations and fun.*** We only have two operations session left in the 2026 season, if you have an interest in prototypical train operations, please plan on joining us in September as you are running out of opportunities in 2026.

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
Feb							0						0
Mar	14						51						565
Apr	22	16	16	11	0	4	47	150	156	110	0	34	450
May	17	17	15	8	7	0	47	186	167	92	33	0	478
Jun	19	16	17	10	6	4	53	189	196	129	35	15	564
Jul	13	11	11	9	3	0	34	83	104	113	12	0	312
Aug	15	13	11	6	4	0	34	171	109	71	7	0	358
Total	100	73	70	44	20	8	266	779	732	515	87	49	2,727

Crew Call for DMRRC Club Prototype Operating Session (only one left after this one for 2026)

When: Saturday, September 12, 2026 12pm (please try to 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 wireleses. 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

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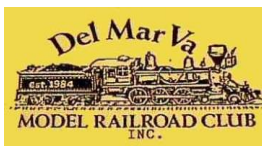
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DelMarVa Timetable

News of the DelMarVa Model Railroad Club



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September 2026

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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.

Z Scale Layout

Z-Scale Report

Ed Frampton

The "new" Z-scale layout now has two COMPLETELY operational loops, thanks to Steve Long's track repair expertise.

S Scale Layout

A "New" S-Scale Layout in the Works

Over the past several months, Bobby Scott, Harry Semenko and Bill Hugues have been giving the S Scale layout a facelift.

The first step was to remove all the old ballast and roadwork that was already in place.

New backdrop and plexiglass facia have been installed. The trackwork has been tweaked to get the trains around the 2 loops.

The new look is starting to take shape and is getting better each week.

The emphasis is now on the scenery items, roads, buildings, trees, bushes and vehicles. The "new look" S Scale layout will be ready for Open House season.

Good work guys!!!



The "new look" S Scale layout starting to come together. (Photos by Jeff Shockley)

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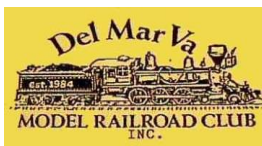
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Railroad News

100 Years Ago, in Delaware Railroad History

From David Legates via the *Evening Journal*

Four in automobile killed at railroad crossing

August 2, 1926

<https://www.delawareonline.com>

Wilmington, DE

Struck by an express train on the Delaware Division of the Pennsylvania Railroad at King's Crossing, one mile below Blackbird and one mile west of the duPont Boulevard, at noon yesterday, four persons were killed, their bodies mangled and carried down the track for 330 yards before the train was brought to a stop.

All the victims were residents of Centerville, Delaware, including Gurney Smith, aged 29 years, driver of the car; Marjorie Smith, aged 19 years, his sister; Anna Morris, aged 19 years and James R. Hills, aged 28 years.

Mr. Hills was a native of Yorkshire, England and had been in this country a little more than a year. He served with the British Army during the World War and was wounded three times and also shell shocked.

The party were on their way to visit Miss Morris's grandparents, Mr. and Mrs. Charles Shreffler, of Clayton....

When they reached King's Crossing, Mr. Smith stopped the automobile while a northbound freight train passed. It is believed by the police that he thought the tracks were clear and started to cross, however, the car ran directly into the path of the southbound express train from Wilmington which was traveling at about 60 miles an hour.

From WTAJ-TV News

Train cars derail on Altoona's Horseshoe Curve, cause under investigation

August 11, 2026

Rian Bossler

<https://wtaj.com/>

Altoona, PA

Altoona, PA – First responders were sent to the historic Horseshoe Curve Tuesday afternoon for several train cars that had derailed on the tracks.

The cars derailed in front of the Horseshoe Curve's visitors center shortly before 3:30 p.m. A live camera by *Virtual Railfan* captured the derailment, showing the train show down before the cars started tipping over.

Norfolk Southern told WTAJ that 12 cars were involved and there were no hazmat concerns. The railway also said that no one was injured and the cause of the derailment is under investigation.

Trains were seen using the other track behind the derailment.

As of 8:30 a.m. Wednesday morning, all the railcars were placed back on the tracks. All the tracks on the Horseshoe Curve are expected to be back in service by Wednesday afternoon.

Update #1 – From WJAC-TV News

Norfolk Southern: Cleanup complete after 12 train cars derail at historic Horseshoe Curve

August 12, 2026

<http://wjactv.com>

Johnstown, PA

Altoona, PA – Officials with Norfolk Southern say cleanup is complete after a dozen train cars derailed at the historic Horseshoe Curve on Tuesday afternoon.

Investigators say the derailment ---- the third reported in the past six months --- was called in around 3:30 p.m. and was captured on video at the site's visitor center.

While county emergency officials were quickly relieved from the scene, Norfolk Southern has confirmed that there was no threat of any hazardous materials and no injuries were reported.

6 News has reached out to local EMA officials, as well as area lawmakers, to learn more about the communication process between Norfolk Southern and emergency responders.

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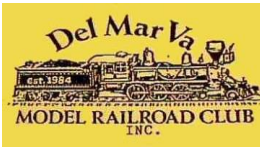
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From Jon David Black via *Daily Dispatch*

Chesapeake firefighters respond to multiple brush fires along train tracks

August 24, 2026

<https://dailydispatch.com/>

Wilsonville, OR

Chesapeake, VA – Chesapeake Fire Department crews responded to multiple brush fires along train tracks in the Hickory area Sunday.

Officials said emergency communications received multiple calls about smoke and flames along the tracks from Mount Pleasant Road to Etheridge Manor Boulevard.

Firefighters were dispatched around 11:58 a.m. and found multiple brush fires burning across several miles of tracks.

Crews used multiple units, including brush trucks, to contain the fires and protect nearby homes and property.

The fires were marked out around 1:30 p.m. Firefighters remained on scene to make sure all hot spots were extinguished.

No one was injured.

The train tracks remained closed for investigative purposes.

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. 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 until November 2026 – Steaming Day at the Marshall Steam Museum at Auburn Heights. 3000 Creek Rd., Hockessin, DE. 1st Sunday of each month. Hours: 12:30-4:30p. Admission: \$15-Ages 13+, \$10: Ages 12 & under. FREE: Infants under 1 and Friends of Auburn Heights Members.

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.

September 11-12, 2026 – OMRA 2026 Train Show. Ozarks Empire Fairgrounds, E-Ples West Hall, 3001 N Grant Ave., Springfield, MO. Hours: Fri: 4p-8p; Sat: 9a-3p. Admission: \$10 Adults, kids 11 and under FREE with paying adult. Operating layouts, model train vendors, 33,000 sq. ft. of fun, 1600+ attendees. Largest train show in the Ozarks. For more info: <https://omraspringfield.org>.

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 12, 2026 – Regal Railways Toy Train & Collectible Show-Brooksville. Hernando County Fairgrounds, 6436 Broad St., Brooksville, FL. Hours: 9a-2p. Admission: \$6, kids under 12 FREE. Vendors, test track, running train layouts, FREE parking. Vendors will be on hand selling model trains and accessories. There will also be a running train layout for the kids to enjoy. So come on out and bring the kids. There will be something

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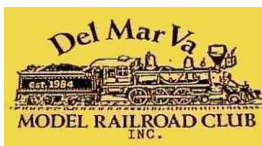
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for everyone. For more info, contact: Joe @ 727-244-1341 or <https://www.Regalrailways.com> or www.Facebook.com/Regalrailways.

September 13, 2026 – Fall Hamburg Dutch Train Meet. Hamburg Fire Co. Field House, Pine St. (just 4 blocks off US 22 and I-78), Hamburg, PA. Hour: 9a-1p. Admission: \$5, kids under 10 FREE.

September 19, 2026 – Delmar Heritage Day. Railroad Ave., Delmar, DE. **Rain date: September 26.** Hours: 10a-2p. There will be: <https://www.townofdelmar.us/heritage-day.htm> <https://www.townofdelmar.us/heritage-day.htm>.

September 19, 2026 – TCA Keystone Division Meet. Lancaster Farm and Home Center, 1383 Arcadia Rd. Lancaster, PA. This is the intersection of US Route 30 and PA Route 72. Hours: 9a-1p with Keystone members admitted at 8am. For details, please contact Russ MacNair, Meet Registrar, email russmacnair@gmail.com or call 717-664-2335.

September 19, 2026 – Lopez Train Meet Hosted by St. Vladimir's Orthodox Church. St. Vladimir's Church Hall, 127 Main St., Lopez, PA. Hours: 9a-2p. Admission: \$5, kids under 12 free w/adult. Approximately 40 vendors, test track available, free parking, railroadiana, memorabilia, model trains, hot and cold food and beverages available. All scales and gauges available. For more info, contact: Gregory White @ trainmaster726@gmail.com.

September 19, 2026 – 6th Annual Hemlock Train Show. Ag Expo Building at Hemlock Fairgrounds, 7370 Fair St., Hemlock, NY. Hours: 10a-4p on Sep-19 and 10a-3p on Sep-20. For tables, please contact: Tom Frey at 585-734-1662 or Bob Kleinman at 716-440-3156.

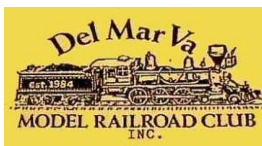
September 19-20, 2026 – Pufferbilly Days™ Train Show & Swap Meet. Boone County Fairgrounds Community Building, 1601 Industrial Park Rd., Boone, IA. Hours: Sat: 9a-3p; Sun: 9a-1p. Admission: \$5, kids 12 & under FREE. Free parking, Restrooms available, model and train hobby vendors, railroadiana & memorabilia, railroad exhibits & displays and UPRR mainline a few hundred feet away for your train watching pleasure. For questions or info, contact: Jane Schultz at 515-230-0977.

September 20, 2026 – Old Colony Model Railroad Club 26th Annual Model Train Show. Taunton Inn & Convention Center, 700 Myles Standish Blvd. (Rt. 495, exit 25), Taunton, MA. Hours: 10a-3p. Admission: \$5, kids under 12 FREE with adult. Scouts in uniform FREE. FREE parking, all gauges of trains,

September 26, 2026 – Magnolia Train Show. Magnolia Community Center, 425 W. Brooke Ave., Magnolia, NJ. Hosted by Strasburg Model NJ) Railroad Club of New Jersey. (www.facebook.com/StrasburgModelRailroadNJ). Hours: 9a-3p. Admission: \$5 per adult, kids under 12 FREE. New and used model trains for sale in all scales, operating model railroad layouts, handicap accessible, free parking, food sales. For info call: Dave Luciano at 856-745-4325 after 6p, or email: luciano1@comcast.net.

September 26, 2026 – Clayton Railroad Days. Railroad Ave., Clayton, DE. Hours: 9a-2p. FREE admission. Vendors, food and beverages, fun activities for the kids. Come out for a good time!.

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: Advance Train Ride Tickets can be purchased at the Town of Hurlock office or 311 Charles Street, Hurlock, MD.** 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



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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 3, 2026 – The Delaware Train Show. Nur Shrine Center, Rt. 13/198 S. DuPont Hwy., New Castle, DE. Hours: 9a-2p. Admission: \$10, kids under 12 FREE. 8a entry for Early Buyers. 150+ tables of new and old trains and slotcars.

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>.

October 20-24, 2026 - Fall Train Collectors Association (TCA) Eastern Division York Meet. York Expo Center, 334 Carlisle Ave., York, PA. TCA membership required to attend. Future dates at <https://easterntca.com/read-more.htm>.

October 17, 2026 – St. Stephen's Fall Festival. St. Stephen's Church, 101 E. State St., Delmar, DE. 10a-2p.

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 21, 2026 – Regal Railways Toy Train & Collectible Show-Brooksville. Hernando County Fairgrounds, 6436 Broad St., Brooksville, FL. Hours: 9a-2p. Admission: \$6, kids under 12 FREE. Vendors, test track, running train layouts, FREE parking. Vendors will be on hand selling model trains and accessories. There will also be a running train layout for the kids to enjoy. So come on out and bring the kids. There will be something for everyone. For more info, contact: Joe @ 727-244-1341 or <https://www.Regalrailways.com> or www.Facebook.com/Regalrailways.

November 28-29, 2026 – Thanksgiving Model Train and Vintage Train Show. Roberts Wesleyan University, 2301 Westside Dr., Rochester NY. Open at 9:30 for TTCS

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.)

December 12, 2026 – TCA Keystone Division Meet. Lancaster Farm and Home Center, 1383 Arcadia Rd. Lancaster, PA. This is the intersection of US Route 30 and PA Route 72. Hours: 9a-1p with Keystone members admitted at 8am. For details, please contact Russ MacNair, Meet Registrar, email russmacnair@gmail.com or call 717-664-2335.

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

February 10-21, 2027 – Crawford County Train Show. Robinson Civic Center, 300 S. Lincoln St., Robinson, IL. Hours: Sat.: 9a-4p. Sun.: 9a-3p. FREE admission. For more info, email livingsonlines@gmail.com.

Club Officers:

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

Committee Chairs:

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

Scale Coordinators:

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

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