



DELAWARE SEASIDE RAILROAD CLUB

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James O'Brien 1942 - 2020



Jim nurtured a lifelong love of model trains. He kept up this hobby during retirement, volunteering with the North Carolina Transportation Museum, and later became a member of the Delaware SeaSide Railroad Club.



Neil Besougloff, editor of Model Railroader from June 2007 to June 2017, passed away on July 26 from complications related to COVID-19. He was 61 years old. He was editor of Classic Toy Trains from 1997 to 2007.

VIEW FROM THE CAB

Welcome to August! Hot enough for ya?

Yes, we've had quite a heat wave lately, and I can tell you the volunteers at the club house deserve a great "WELL DONE" for wearing their masks when the temperature is so uncomfortable, but they're doing a great job and respecting the Covid-19 guidelines as close as possible. Visitor counts are still way down, however.

We had a great planning meeting on July 22nd to make sure we've met all our requirements for the Train Yard Sale on August 8th. We are all set and should have 12 separate sellers outside and a large offering of equipment and even entire layouts for sale inside which is club property. With ads placed in all of our 'local' print media and the Guide advertising weekly, we hope to have a good showing.

Among the things the club has for sale is a consignment from a Rehoboth family of 1920's Standard Gauge Lionel trains. There are nine freight cars with no engine, and a 4 car passenger set in green with a No. 10E Electric profile Locomotive that looks and runs great. We've even set up a 20 ft by 8 ft loop of track on a table to demonstrate the train's pulling power. We also have Rick Kresge's collection of modern and post war O gauge trains for sale, and a huge selection of HO trains and equipment.

As reported by E-mail earlier in July, we lost a great friend and colleague Jim O'Brien. Jim's service was held in Bethany Beach on July 23rd, and attended by many of us who knew him well. Before passing, he gave instructions to his family that his large modular layout tables be donated back to the club. The tables are set up in our annex/shop area for anyone interested in buying it. The tables can be arranged for a 12' by 16', 8' by 20', or even 8' by 12' layout if space is an issue. Jim had track laid on two straight 3' by 4' modules and used them on a traveling club layout in Virginia, where he used to live.

We are planning an outdoor meeting in the east side parking lot of our club building for September 1st at 6:30 pm. This meeting would be open to all members, and would constitute a regular monthly meeting, our first with members included in many months. Attendees must provide their own chair, and distance themselves 6 feet, and masks would be required, but can be removed briefly to speak. More about this meeting will follow.

We are unsure if our September 26th Train Show in Roxana can be held, and hopefully we will have a go/no go answer by the 1st of September.

Stay Tuned, and Stay Well.

John Hodges

Dave's Photos

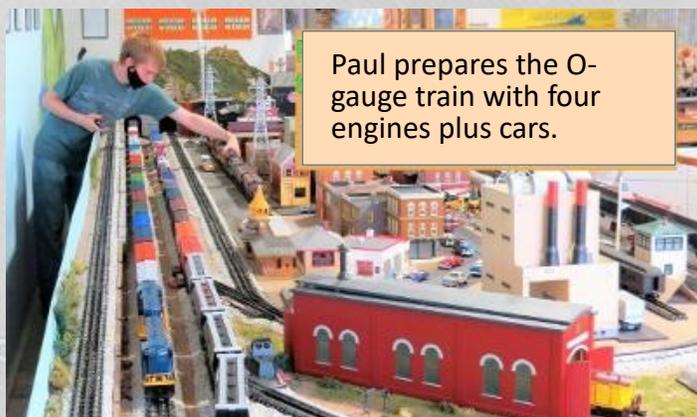
Steve and Dan ready for a hot summer at the club house with a mask & a bottle of water



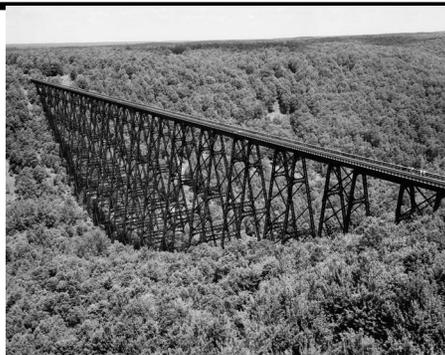
DSRC Board Meeting July 22, 2020 during the Pandemic



Paul prepares the O-gauge train with four engines plus cars.



Bargain priced items for the Train Yard Sale.



The Kinzua Viaduct, when first constructed in May 1882, was the highest and longest viaduct in the world, measuring 301 feet high and 2,053 feet long. The need to transport coal, oil and lumber across the Kinzua Gorge inspired General Thomas Kane, president of the New York, Lake Erie and Western Coal Company and Octave Chanute, Chief Engineer for the Erie Railroad to design a colossal viaduct.

In 1900, the viaduct was rebuilt of steel to accommodate larger loads and the weight of modern train traffic. In 1963, Gov. William Scranton signed legislation that provided for the acquisition of the viaduct and adjacent lands to become a state park. The Kinzua Bridge State Park opened in 1970. In 1977, the Kinzua Viaduct was placed on the National Register of Historic Landmarks by the Federal Department of Interior.

The bridge stood for 121 years. The Erie Railroad operated trains across the viaduct from 1882 until 1959. After 28 years of inactivity, the Knox and Kane Railroad offered excursion passenger trains from Marienville (48 miles to the South by rail) to and across the bridge starting in 1987. These steam driven trains continued until 2002 and were the last trains to ever cross the bridge.

The bridge partially collapsed under the powerful winds of a tornado in 2003*. In 2009, work started to reinvent the remaining towers of the historic viaduct as a pedestrian walkway. That plan was changed.

Today the Viaduct, has been reinvented as the Kinzua Sky Walk — a spectacular walkway that once again allows the public to "Walk the Tracks Across the Sky." A partial glass-bottomed observation deck enables visitors to look down at the remaining towers supporting the historic structure.

*Gladys and I visited the Kinzua Viaduct in 2003 on the way home from a NASG convention just before the tornado knocked it down.