



A VIEW FROM THE CAB

Hello Everyone and Happy Independence Day!

Our team continues to be busy with outreach opportunities, and we have now located our Thomas the Tank Engine layout into the Selbyville Library for another month-long visit. This makes the third library we have been able to partner with this year. Thus far the layout seems to be a big hit. In addition, we were present at the Selbyville Old Timer's Day event in June and even with the rain we were able to sell a few of the die cast items we brought.

Due to our less busy schedule for other events, our July Meeting has been cancelled, and we will meet again on August 13th at 6 pm at the club house. To bring everyone up to date on our financials, as of June 30th, we have about \$11,000 in checking and over \$43,000 in savings, plus we have two CDs at an investment firm valued at \$10,000 each. Our current numbers show us about \$24,700 in the black for 2025. My feeling is that we have a very solid picture looking forward.

A change of plans regarding the O - gauge modular layout. We have decided the conditions in the old building next to our club house are not satisfactory for extended hours of working, and we have transported the layout to Craig Stephen's home so he can work on it in his garage.

Doc Dougherty and his crew have installed several wall cabinets in the club house bathroom which also serves as our office, storage area, and coffee room. This has allowed us to make the counter space more accessible and everything is neatly stored away. We are trying to manage the space available in the club to be able to display as much diecast product as we can. We have an extensive collection of Green Bay Packers themed village items, with a complete HO train set and track, and about 20 or so ceramic buildings, all decorated with a Green Bay Packers logo of some kind. There is a person in Wisconsin we have been in touch with to see if this collection can find a new home.

Our redecorated parade float with the operating train is ready for its debut at the Bethany Beach Independence Day parade on the 4th. The team and float will step off at 12 noon on the main North/South road in Bethany Beach. The trailer is painted in Thomas the Tank Engine colors, sports a new train motif on the top, and has been redecorated inside for a better effect.

John Hodges



***Enjoy Everything
Summer Has to Offer***

Bethany Beach July 4th Parade



The Delaware Seaside Railroad Club celebrated our nation's independence by proudly marching in the Bethany Beach July 4th Parade. Bethany Beach's Independence Day Celebration, which also includes evening fireworks, is the town's largest annual event and attracts thousands of onlookers along the two-mile parade route which proceeds throughout the entire downtown. Our appearance marked the 19th consecutive year that the DSRC participated. This parade also marked the first use of the recently redecorated and always ever-popular Thomas the Tank Engine float which features a G-gauge operating model train layout, clouds of smoke, sounds of steam, and a whistle. Thanks go out to our marchers, pictured left to right are Steve Cawunder, Craig Stephen, Frank Parrino, Doc Dougherty and Jimmy Riebel.

Selbyville Library Summer Reading Program

Our interactive Thomas the Tank Engine O-gauge layout made its July station stop at the Children's Room of the new Selbyville Library. The kids started operating this wireless controlled two-train layout as soon as we finished setting it up.



Locomotive Archives: Steam's Last Gasp

By the 1940's it was clear that diesel electric locomotives were superior and more cost effective than conventional reciprocating steam locomotives and were definitely the wave of the future. While most major railroads were rapidly converting to diesels, not all railroads were convinced that steam's days were numbered. Three major coal hauling Eastern railroads including the Pennsylvania, Chesapeake & Ohio, and Norfolk & Western embarked on development projects in conjunction with the engine builder Baldwin-Lima-Hamilton, and in support of their coal producing customers, to create steam turbine locomotives powered by coal, which they considered to be a low-cost fuel of endless resources. Baldwin created the S-2 for the PRR which was a coal fired direct drive steam turbine locomotive which had much the same appearance of a conventional steam locomotive. N&W tried to mimic some of the advantages of diesel electric locomotives with the use of coal as the fuel. They created the massive "Jawn Henry" which used a steam turbine to drive a generator to power the electric traction motors. Probably the most uniquely designed steam turbine was the M-1 of C&O. Three of these locomotives were built by Baldwin in collaboration with Westinghouse in 1947-48. This 106' long, 428 ton, streamlined behemoth produced 6,000 hp from four generators and eight traction motors. It had its coal bunker in the front and boiler in the rear. Each of these steam turbines produced enormous power and delivered 100 mph speeds. Unfortunately, steam turbines were not reliable, and the trials of these new designs only lasted a few years. The diesel-electric was here to stay.

Chris Karr



PRR S-2

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N & W Jawn Henry

Locomotive Wiki - Fandom



C & O M-1

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