



DELAWARE SEASIDE RAILROAD CLUB

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VIEW FROM THE CAB

We're back at home now in Lewes. I enjoyed meeting up with John Pieplow the first part of January for a Train Show trip up to Englewood, Florida along with my grandson Jamie. Englewood is about an hour and a quarter from Naples where my daughter and her family live. Anyway, Jamie found a couple of bargains, and I found an American Flyer Alco PA1 Santa Fe Diesel in Blue/Yellow color scheme for freight ops, which I think Lionel made in 2009. I don't really need another engine, but the price was right. We had a great time.

We also visited with a few other friends from Delaware, and other friends we have not seen in a long time. Seems a lot of people my age end up in Florida at this time of year!

So I am anxious to get some of my homemaking chores done so I can get into some of our remodeling projects at the club. We want to re-design the older Thomas layout, and hopefully get going also on the S gauge modular layout, but that is a simple track conversion back to standard Flyer track.

Another item for display is a donation from my grandson Jamie. Some many years ago I bought him a pedal car made up to resemble a steam engine with Lionel advertising on the sides. I was never a very good pedal car, too heavy for a three-four year old, too hard to steer, etc. So we think it will make a nice display piece in the club house, maybe up on a shelf above the O gauge layout.

From all appearances things have been running smoothly at the club, and I am sure the mild January has been welcome. I see progress was made on more scenery on the S gauge mountain, namely a park rangers building and more details in the foreground of Devils Tower. Doc tells me they are working on the mountain for the HO layout also.

Looking forward to a productive February and hopefully we'll see some of you at the Salted Rim next week.

John Hodges

COMMUNICATIONS

As a club, we have several ways to communicate, both internally and with the public:

-----FACEBOOK – You search for Delaware Seaside Railroad Club on your Facebook page. When you get there, “like” the page. You can also invite other “friends” on Facebook to like us.

-----WEBSITE – Our website is: www.delawareseasiderailroadclub.com. When you enter this site, you will see the Home or Index page. From there you can go to other pages including: Calendar, Members layouts, Sign-up Form for volunteering, etc.

-----E-MAIL – our e-mail address is dsrc@delawareseasiderailroadclub.com. If you would like to contact the club with questions, information, pictures, etc., this is a good way.

-----NEWSLETTER – each month, every member will receive a newsletter through e-mail. If you don't have a computer or e-mail account, a newsletter will be mailed to you by the club secretary.

-----FACE TO FACE – of course, you can always talk with members at our clubhouse, club meetings, and other club activities.

Dave's Pics



Our club will set up and run the O-gauge modular layout this year at the Seaford Train Show. Details about the show will be discussed at the club meeting on Tuesday, February 11.



A few years back, Robin Douglas was on choir practice break at his suburban Los Angeles church when a fellow parishioner came over with a startling pronouncement.

"Guess what? I bought a train!"

His friend was a working man, not a tycoon.

"You can't buy a train," Mr. Douglas said. "Surely not?"

His pal whipped out some photos.

Well, it wasn't exactly a train. It was a "railcar"—a kind of boxy mini-locomotive that for decades was used to transport track-inspection crews by railroads around the U.S. and Canada. With its gas-powered engine, the railcar was reliable, but slow, which led railroad companies eventually to switch to a faster, more versatile technology that lets ordinary pickup trucks ride the rails.

Before the pokey railcar could reach the scrapyards, however, a handful of armchair railroad engineers and other rail fans pulled a switch of sorts that set off a curious rescue and started one of the most unusual hobbies ever.

What if, these hobbyists asked themselves, we were able to create our own railroad set, not limited to some park or tourist area, but on a continental scale? Operational railcars were showing up on the collector's market for about \$2,000 to \$10,000 at the top end. With a little cooperation from the railroads, it could be possible to become your own engineer, powering your own private railcars through some of North America's most beautiful—and least accessible—landscapes.

What once sounded crazy has turned into what Mr. Douglas and other railcar operators say is crazy fun.