



# DELAWARE SEASIDE RAILROAD CLUB

www.delawareseasiderailroadclub.com

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Editor - Bill Mixon

P.O. Box 479, Ocean View, DE 19970

## DSRC PRESIDENT'S NOTES



DAVID LAWRENCE, ENGINEER

You know spring is here when you have thoughts of cleaning up the yard, planting more grass seed and bulbs, rearranging the flower and vegetable garden, and mowing. This is the time to remove leaves, weeds, sticks, clean track, drain puddles from the garden railroad in your yard or the neighbor's yard. Nelson Davison and Steve Cawunder have been busy adding ballast to the track and two new switches to the club's G gauge modular layout. All of this is in preparation for our first Roxanna Spring Fling Train and Toy Show. Last year we celebrated our tenth club anniversary. This will be another big year for us with the help of our talented members. Have your picture taken by one of the layouts holding or pointing to one of your prized train equipment with the club sign in the background. Enlarge the picture and frame it for your mantel.

The Spring Fling Train and Toy Show will be at the Roxana Volunteer Fire Company, 35943 Zion Church Road, Frankford, DE 19945, 302-436-2300, [www.roxana90.com](http://www.roxana90.com). Volunteers are still needed to set up the O gauge modular layout and the vender tables in the main hall on Friday, May 3, at 1:00 P.M., and set up the G gauge modular layout and help vendors arrange their tables starting at 6:30 A.M. on Saturday, May 4. At the end of the show all hands are needed to take down both layouts, take down the tables, and finish cleaning up the hall and kitchen. If you have any flyers left, share them with your neighborhood children or place on a public bulletin board. It is never too late to spread the good train news. I hope to see many of our members at the show.

We are returning "home" to the **South Coastal Public Library**, 43 Kent Avenue, Bethany Beach, DE 19930, 302-539-5231, on **May 14, 2013 at 7:00 P.M.** Bill Mixon will be presenting the conclusion to his construction of an O gauge modular layout with a detachable diorama. The details of the measurements are available on the Web Site under the Members Only section. Think about whether you would like to have your own modular layout at home, and then you could bring it to a club gathering to run trains with connections to other member modules constructed to the same specifications. We have met other clubs at train shows that hold gatherings with several of their members connecting up to one large layout.

As the WEB Master, Bill has brought all of the areas such as the calendar page and the approved minutes up to date along with the module information. If you are interested in one of our social events and have not bought your tickets, please bring your money or your check written to the Delaware SeaSide Railroad Club to give to Lynne Hooker (66 Love Creek Drive, Lewes, DE 19958, 302-228-8963) at the train show May 4.

Each ticket to the Shorebirds game on June 12 at 6:00 P.M. is \$35.00 and includes admission to the Executive Club for the evening with a buffet dinner before the game. If you have any questions, call Bill Fagan at 302-231-8053. The cost of the Fall Foliage 2 1/2 hour round trip train ride on the Wilmington and Western Railroad Saturday, October 12 at 2:30pm is limited to 40 tickets. See the DSRC Bulletin Board e-mail on Mon 4/15/2013 10:35 PM for further details or call Bill Mixon, (302) 827-4278. If you cannot be at the show and want to buy a ticket to either event then mail your check to Lynne Hooker.

David Lawrence, Engineer

John Hodges demonstrating the difference between American Flyer pre-war O-gauge and post-war S-gauge.



May 3 - set-up for train show - Roxanna Fire House - 1:00pm

May 4 - Spring Fling Train Show - Roxanna Fire House - 9:00 to 3:00

May 14 - Club Meeting - Bethany Beach Town Hall - 7:00pm

May 18 - Train sale - Hall Collection

..NEWS..NEWS..NEWS..NEWS...

...MODULES - this week, we will demonstrate making a diorama for the O-gauge modules.

...SPRING FLING TRAIN SHOW - May 4. Volunteers are needed for set-up, take down, running trains, kitchen workers, door men (or women) to collect money, etc.

.....TRAIN COLLECTION SALES - We will open the Hall collection for sales on May 18. Members may purchase items from 9:00 am to 4:00 pm. Vendors will be invited at 9:00 am. The public will be invited at 12:00 noon.

.....COLLECTION TOOL - Looking for a computer program to catalog your train collection? There is a free to use collection management tool on the internet: [www.Collector-ModelTrains.com](http://www.Collector-ModelTrains.com). It is easy to use, has pictures (you can also download your own), and is available in many gauges.

... NEW CATALOG - MTH has issued their first S-gauge catalog.

...INJURY UPDATE - Al Holliday is recovering from his fall. He has been walking in his driveway. Dave Lawrence is home and recovering from his knee replacement.

... FALL FOLIAGE TRIP - Oct. 12. \$15.00 ,family and friends welcome. Sign up now, call Bill Mixon-302-827-4278.

# In Memorium

1933 - 2013



John Beck was one of the founders of the Delaware SeaSide Railroad Club. He served as Yardmaster ( sponsor ) for the first few years. As such, he paid for the printing and postage of the newsletters, gave club members discounts in his store: SeaSide Hobbies, and recruited many new members. He also started and sponsored the annual Christmas Tour .

FROM THE ARCHIVES



Seaford Train Show, 2013



## TRAINS OF DEL-MAR-VA

Part Four of a series of articles on the trains of Del-Mar-Va



NORFOLK SOUTHERN RAILROAD



Delivering oil to Delaware City refinery.



Delivering coal to the Indian River power plant

*The Delmarva Secondary is Norfolk Southern's primary north-south route on the Delmarva Peninsula. Stretching from Newark, De, to Pocomoke, Md, the nearly 120-mile corridor passes through terminals at [Dover](#), [Harrington](#), [Seaford](#) and Delmar before reaching the interchange with the Bay Coast Railroad at Pocomoke.*

*12G is the supply train for the Delmarva Peninsula, originating at Conway (Pittsburgh), Pa, and passing through the busy terminal of Enola (Harrisburg) before reaching [Harrington](#).*

*67T is a seasonal stone train that originates at H&K's Birdsboro Materials in Birdsboro, Pa, and passes through the terminals of Abrams, [Edgemoor](#) and [Harrington](#) before arriving at its destination of H&K's Dagsboro Materials in [Millsboro](#), De. The train is usually powered by two or three NS six axle locomotives and varies between 60 and 80 cars in length that are an eclectic mix of second-hand stone cars typically adorned with H&K reporting marks. During the stone shipping season, which can be most of the year depending on the intensity of winter for a particular year, 67T usually makes two trips per week to Millsboro*

*67V is the empty seasonal stone train that originates at H&K's Dagsboro Materials in [Millsboro](#), De, and passes through the terminals of [Harrington](#), [Edgemoor](#) and Abrams before arriving at its destination of H&K's Birdsboro Materials in Birdsboro, Pa.*

*568 and 852 are a couple of the loaded coal trains that operate on the Delmarva Peninsula to NRG's [Indian River](#) Generating Station. The trains typically feature two NS six axle road units and 105 loaded coal cars of NS or private ownership, and Indian River currently receives 50 to 60 of these trains per year. The trains originate from coal mines in the Monongahela coal fields of Pennsylvania and West Virginia, the West Virginia coal fields of Bluefield and even as far away as Wyoming's Powder River Basin.*

*Grain trains are the final form of road train to the Delmarva Peninsula. These monsters have three NS six axle road units and 75 loaded corn cars that are enroute to Allen Foods in Cannon, De, or Amick Farms in Delmar, De.*

*H42 is NS' Indian River Secondary local, on duty at [Harrington](#) Monday-Friday at 0900 and making a roundtrip to [Frankford](#), De on the Indian River. Southbound, the train performs local work at Southern States in Milford, the DCL interchanges at Ellendale and Georgetown, VFL at [Indian River](#), and Mountaire and the MDDE interchange at Frankford. Northbound, the train performs work at Southern States in Dagsboro, U.S. Cold Storage and Growmark in Milford, and Paris Foods at Houston. Of note, the local will usually turn itself on the wye track at Indian River and shove south from there to Frankford before performing local work and starting the trip back north. Due to the amount of work on the job, it is often relieved at Frankford or operated down one day, return the next. The Delmarva Secondary is Norfolk Southern's primary north-south route on the Delmarva Peninsula. Stretching from Newark, De, to*

*H61 is NS' supply local for the southern end of the Delmarva Secondary, on duty at [Harrington](#) Monday-Friday at 1900 and making a roundtrip to Delmar. Southbound, the train's only scheduled local work is Perdue at Bridgeville, though it is often called upon to work Willards Agri-Service at Farmington, Yoder at Greenwood and a fertilizer customer at Bridgeville*

*H57 is NS' [Seaford](#) based local, on duty Monday-Friday at 0700 and working a variety of industries around Seaford, as well as interchanging cars with the MDDE in the yard. In town, the H57 works BASF, Venture Milling, Perdue, Gardner Asphalt and Mopac as required. The train runs north to Allen's Milling in Cannon virtually every day and may also perform work south of town at Perdue in Blades as well as Southern States and Growmark in Laurel. Due to changing customer needs each day, the train doesn't really have a pattern of operation.*