



# DELAWARE SEASIDE RAILROAD CLUB

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## VIEW FROM THE CAB

Coming off another successful Train-Load Yard Sale, I am looking back over a very challenging year for Delaware Seaside Railroad Club. I don't remember any more difficult time since the fire in 2011. I don't really want to review this year, except to say I've never been more proud to have had the opportunity to work with a great group of people who always find ways to come through.

I will hold covering our financial picture for a later report, as I know we will get exact information at our upcoming October Board meeting. We will make sure everyone sees the End of Year Financial Report, or at least an overall summary of it, in the January Newsletter. However, due to our success at the yard sale in lieu of the Roxana Show, I think we are doing fine.

Our elections for the Board of Directors will take on a different flavor this year due to our inability to meet together in order to establish a quorum, etc. So here is what we will do for the 2020 elections only: There are two Officers positions open for the year starting January, 2021, and this for President and Secretary. Members can self-nominate by sending a note to Frank Parrino, ([fparrino@verizon.net](mailto:fparrino@verizon.net)), or mailing a nomination to the club: Delaware Seaside Railroad Club, PO Box 479, Ocean View, DE 19970. You should indicate which office you are applying/running for. Nominating someone else is not going to be possible, as getting that person to accept the nomination could be too difficult. The Nominations can begin on October 15<sup>th</sup>, and must be received by December 7<sup>th</sup>, so they can be tabulated on December 8<sup>th</sup> at a Board-only meeting.

On the subject of meetings, we are still not allowed to use the Library in Bethany Beach to hold our meetings, and that looks like it will continue through the end of the year. Therefore, due to space restrictions at the club, the remaining meetings this year will be limited to the board and invited committee chairmen. I regret that this is necessary, and I hope the New Year will bring changes to the restrictions.

On a positive note, since the early part of June we've had the club house open and many visitors have enjoyed our impressive displays of model trains. We've received an impressive amount of donations in the form of trains and related material. Many of our members have been active in improving the various layouts in the display area, and we've created a great work-shop/sales area, which has already proved it's worth during our two Yard Sale events. All-in-all, I'd call that a fine resume, and even more impressive considering the difficulty facing us all this year.

*John Hodges*



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# Friendly Disagreements ( you know I am right )

What we need in America are more “friendly disagreements.” Model railroaders could show the country what it means to have meaningful discussions about many topics. Some comical, some “tongue-in-cheek”, and some serious, but all discussions seem to end up in the same way: smiles and respect for different points of view. A good example of this are the new “political” offerings from MTH. ( Figures 1 and 2.)



Figure 1

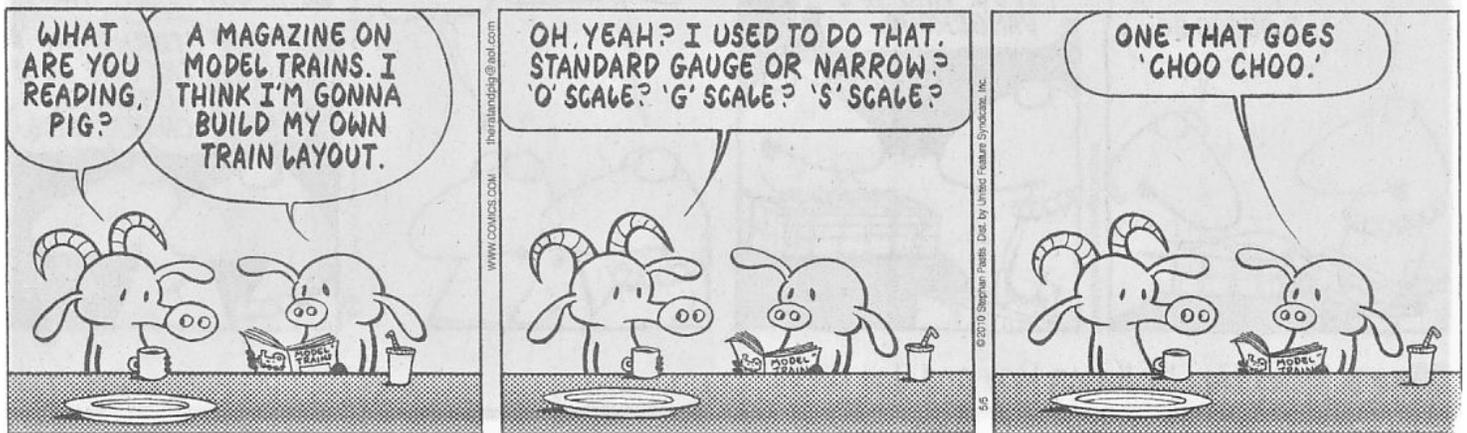


Figure 2

There is no best or right train. It all comes down to which one you prefer. And , let’s face it, the way trains are produced today they will both end up in the trash in about 25 years.

If there was a “gauge” we could use to measure the best, we could apply it to “S” versus “O”, or three rail versus two rail or even toy trains versus scale. . It’s not like football where the Eagles are obviously better than the Cowboys and the Ravens are better than the Steelers. So, America, take a lesson from us model railroaders: defend your beliefs and respect those who have different beliefs.. Oh,yeah, and let’s have fun.

## Pearls Before Swine by Stephan Pastis



U.S. Car No.1 is the only private coach railroad car specifically designed for the president of the United States. The Pullman Company built the Ferdinand Magellan in 1928, and refurbished the car and presented it (dubbed U.S. Car No.1) to President Franklin D. Roosevelt on December 18, 1942. Both President Roosevelt and President Truman used the car extensively for state business, reelection campaigns, and personal trips. President Dwight D. Eisenhower briefly used U.S. Car No. 1 until air travel on Air Force I began to replace U.S. Car No. 1 as the preferred means of transport. In October 1984, Ronald Reagan requested the use of U.S. Car No.1 for a one-day whistle stop reelection campaign trip to Ohio in commemoration of rail travel.