



THE FIRST STATE MODEL RAILROAD CLUB, INC. NEWSLETTER

NOVEMBER 2014

NEXT MEETING:

The next meeting of The First State Model Railroad Club, Inc. will be held on Tuesday, November 11, 2014, at 7:30 P.M. at Jarrell Station at 1282 McKee Road (the old REA/Magnum Building) in Dover, DE. From Route 13, go west on Scarborough Road about two miles and the building is on the right. From Dover, off Route 8, take Saulsbury Road north, which turns into McKee Road, and the building is on the left next to Dover's Children's Village Too (formerly Kenton Child Care Center). Come early and run some trains.

PRESIDENTIAL REMARKS:

This is my first Presidential Remarks column since the October election. I appreciate the confidence that the club members have expressed in me and hope that my tenure in office will be both productive and harmonious. I want to also welcome two new officers: Kevin Herrmann as vice-president and Henry Kramer who fledged up from acting secretary to confirmed secretary. Richard Stockslager continues as treasurer. A slate of officers like this one makes the president's job much easier and I join with the other members of the club in expressing my appreciation for the job they are doing.

Meanwhile the month of November promises to be a busy one for our membership. We will be hosting an open house on November 8th from 9:00 until 3:00 featuring trains running on both of our layouts and members available to greet the public and answer questions about our operation. On the 11th we will have our regular business meeting. On the 15th we will take our DCC layout to Magnolia, New Jersey (about 80 miles from Dover) for a train show set-up. This will be the same day as the Hartly Train Show so members not going to Magnolia might want to set up a sale table to represent us there. On the 22nd we will be taking our DCC layout and participating in the Model Train Show at Laurel, DE Fire Hall (from 9am to 3pm). After that we are into December with the possibility of a set-up at a local assisted-living facility and other activities for the holidays.

Our Thursday night sessions have been rocking along at a good pace. The DCC layout continues to expand as Greg Eroe is busy developing his section and more members bring engines to be programmed for operation. Another group has started a "betterment program" to upgrade the original layout. So far this consists of revising the track plan on the Harrington module to include #6 switches serving the mainlines, removal of inoperative track features and establishing functional sidings. We are also gradually installing drywall screws to semi-permanently connect modules that tend to slip out of alignment. Yet another working party is busy reviving the Agricultural Museum project. Earl Brooks is doing a splendid job creating an old-time farm out of cardstock structures to supplement his already completed New Castle County farm. Richard Stockslager has also completed his Fifer Farms project. All of these completed farms display a very high standard of modelling excellence and I'm really excited to see this activity moving forward.

Finally, something problematic has come up. This Sunday Reggie Finch went to the clubhouse and found the heat on with nobody there. Heating the train hall requires a lot of fuel and we just can't afford to do it when it's not in use. The procedure for securing the heat is to first turn the thermostat, located on top of the electric service box, to its lowest setting and then move breaker #5, labelled "HEAT," which is inside the box, to the off position. This must unfailingly be done by anybody who turns the heat on before they leave the building. During the cold months the heater in the meeting room is dialed back but left on to prevent pipes from freezing in the store room and shop and certain doors are left open and others closed as designated. The train hall heater, however, is completely turned off after each session in that room is concluded. It would be a good thing for all members to learn these procedures and double check on whoever is securing our facility after use.

President Jim Valle

THE FIRST STATE MODEL RAILROAD CLUB TRIP TO THE NATIONAL MUSEUM OF THE AIR FORCE IN DAYTON, OHIO, AND THE WORLD'S LARGEST INDOOR TRAIN DISPLAY IN CINCINNATI (WEST CHESTER) OHIO.

This was a four-day trip on October 16, 17, 18 and 19, 2014 to Ohio to visit the Air Force Museum and the largest indoor train display. It all began at 5:00 A.M. on Thursday, October 16, when Capt. Henry Kramer, 2nd Lt. Richard Stockslager, Chief Master Sergeant Gary Bryant (Ret.), Chief Master Sergeant Paul Roy (Ret.), Master Sergeant Ed Kline (Ret.), and Master Sergeant Jim Thompson (Ret.) all met at Staff Sergeant Les Souder's house to begin the journey. Two cars were driven with Henry, Richard, Les and Gary in car number one and Jim, Paul and Ed in car number two. The trip was about 550 miles with plans of three stops. The first stop was at Cracker Barrel in Hagerstown, MD at 8:30 A.M. for breakfast. Then about 2:00 P.M. another Cracker Barrel stop in St. Clairsville, OH for lunch, the second leg of our trip. The final leg of the trip was our hotel, Red Roof Inn in Fairborn, OH, arriving around 5:00 P.M., after twelve hours on the road. We had dinner at Bob Evans Restaurant in Dayton, OH. When we checked into the hotel six rooms were reserved because twelve individuals had planned on making the trip, but only seven were able to actually make it. Well, with seven, we only needed three and a half rooms, which meant we needed a daybed or mattress. The hotel did not have either one, so Les and Thompson decided to go to Walmart down the street to purchase a blow up bed. There were numerous types to choose from and we chose one. It was decided that Gary and Ed would share a room. Henry and Richard would share a room and Paul and Jim and Les would share a room, with Les using the blow up bed. It needs more cubic feet of air than Les had to supply. So Paul went to the desk to get a hair dryer hoping it would work. On the directions it said "Do not use a hair dryer." We had no choice unless we planned on huffing and puffing all night. So Jim made an adapter out of a Sprite bottle by cutting the end off and slipping it over the hair dryer. It worked well, but got hot after a few minutes. After all was settled, we decided to have dinner around 7:30 P.M. at the Bob Evans across the street. It was great with great food and waitstaff. We all retired for a good night's sleep with plans for a long Friday at the Museum. Plans were for breakfast at Bob Evans around 8:00 A.M. and be at the Museum by 9:00 A.M., which was the opening time.

Breakfast was great and we were at the Museum by 9:00 A.M. with a near-empty parking lot. We parked right up front. The Museum has grown since I last visited in 1971, when most of the aircraft were outside. Now, there were only four aircraft outside, two C-130's, a C-141 and a fighter. All of the 216 aircraft, helicopters, special reconnaissance, research, spacecraft, missiles and satellites are all under roof, in three main buildings, divided into six sections. As you enter to the right is the early years of flight starting with the Wright 1909 military flier and mixing in on WWI and WWII, which was on the galley to the left. From there you walked down the Berlin Airlift Exhibit to the Eugene W. Kettering Cold War Gallery. Much to see in a day! We took in a tour of the restoration facility, which highlighted the B-17 Memphis Belle, which will replace the B-17 Shoo-Shoo Baby. I put ten years of my life into inspecting parts for safety of flight for Shoo-Shoo Baby, from July, 1978 to October, 1988, and had the honor of flying from Dover to Wright-Patterson taking movies from a C-130 as Shoo-Shoo Baby flew to her home at Wright-Patterson.

Our tour guide host was Martha Parker and all the host guides are volunteers. The tour was three hours long, from noon to 3:00 P.M., with a limited number of seats available. We all made the sign-up which started at 11:00 A.M. We took a bus to the hangars and Martha explained the rules as groups were set up. Luckily, we were all in the same group. There were 8 or 9 people per group. We were mainly interested in the Memphis Belle, which is mostly together (fuselage, wings, engines, tail and landing gear) (interior-painting, ball turret, and final on engines). They say there is about two more years of work. We saw the ball turret being restored. The tail section was scribed with the names of those who built it on the metal. They introduced us to the sheet metal mechanic who has to fabricate numerous parts which are missing or corroded. Patterns had to be made and the material had to be annealed for strength. It was an interesting project with numerous questions being asked. Lots of photos were taken and can be seen at the meeting: Ed in control tower accomplishing task, Jim standing in front of Shoo-Shoo Baby, Les, Richard and Paul standing in front of a B-24D Liberator named Strawberry Bitch (Yes, that is what is printed on the nose). There are photos of a B-25B Bill Mitchell, ConVair B-36J "Peacemaker", Boeing RB-47 "Stratojet", Lockheed SR-71A, a Douglas C-124-C Globemaster II known as "Old Shakey" once stationed at Dover, a Douglas C-133A Cargomaster also once stationed at Dover. This is only part of the 216 aircraft and aircraft related items on display. It was so big that we would take a half a day on Saturday to try to see it all. There was no lunch Friday, so we decided to go to Texas Roadhouse for dinner that night. Ed Kline asked if I would take a few pictures for him of a ConVair XF-92 hanging from the ceiling.

After a good night's sleep, Saturday was to consist of half a day at the Museum and the other half at the world's largest indoor train layout. We had breakfast at Bob Evans at about 8:00 A.M., so we could get to the Museum by 9:00 A.M. We took in more sites at the Museum and decided to take another tour. This tour was of Presidential Aircraft and some more back shops. We stood in line only to be one short of making the tour. So we took in more museum until about noon and decided to move on to the world's largest train layout in "G" scale.

Ed declined the trains and stayed at the museum and asked if we would pick him up around 3:00 P.M. when we got back. Well, six of us departed for Cincinnati (West Chester), Ohio. It was about 30-40 miles from Fairfield. We got to West Chester about 1:00 P.M. and had lunch at Arby's. We got to Entertainment Junction at 2:00 P.M. As you go in, the ticket sales and gift shop are on the left which had a nice selection of N, HO, O and G scale train supplies, but they were very expensive. A small bottle of paint was \$7.00, a few G scale train cars were \$200.00 to \$300.00 per car. They were passenger cars. As you got your ticket, you started the tour at the logging operation built in the 1900's era. The logs were moving down river to the paddle boats in real water. Yes, I said the water is real! The town around the paddle boat is set in the 1900's. The mountains are about 10 – 20 feet tall with train bridges coming in and out of the mountains. They are amazing. At Thompson Junction, trains stop to pick up freight and water for the tenders. As you move around to the 1920's and 1930's and 1940's displays, all the buildings are lighted and darkness sets in about ten minutes every fifty minutes. There is a F. W. Woolworth & Co. about a block long. Trolley cars are constantly stopping and picking up passengers. From there you move into the 1960's and 1970's, where there is a correctional facility with an escapee climbing out a two-story window. There's a diner and a milkshake parlor. There is even a Coney Island park with all the rides that work including a wooden roller coaster. The lights went low and it was neat with all the rides and lights turning blue. The 1980's and 1990's had more realistic buildings with glass windows that you could see into and see people, desks, phones, clocks and pictures. One of the last scenes was a car show with Paul's '55 Chevy winning first place. As you can see, it was pretty amazing with over 25,000 square feet of indoor model trains in "G" scale. Outside of the building was an Expo Center, an A-Maze-N Fun House and a large crank railroad you could ride on. The senior citizen price was \$12.00 and well worth it. From there, it was about 4:30 P.M. and we had to hurry back to pick up Ed Kline since the museum closed at 5:00 P.M. We made it back at exactly 5:00 and picked up Ed. (Note: We had called Ed earlier and let him know it would be 5:00P.M. and not 3:00 P.M. for his pick up time.) We all went back to the rooms to freshen up and then went to dinner at the Olive Garden around 6:30 P.M. As you can see, it was a fast three days and the only leg left on our journey was to get home. A good night's sleep was in store with a 5:00 A.M. departure for Delaware.

5:00 A.M. came early and all were ready to depart. Sign-out of rooms was accomplished and coffee was had at the hotel. Two and a half hours into our driving, we stopped for breakfast at Bob Evans and gassed up, which was about 100 miles into our trip. We drove until 1:30 P.M. and stopped in Frederick, MD for lunch. Our official stop was to be Hagerstown, MD, but, well that's another story. Inquire if you want a BS story. The stop in Frederick, MD was at a Cracker Barrel. If you look at the map, we didn't miss too many Cracker Barrels on our trip. Don't tell Lena Roy!! Our final stop was at Wawa in Dover at about 5:00 P.M. We filled up our vehicles with gas and departed to Les' to change cars and proceed home. It was twelve hours each way, no matter how you look at it. We all had a great time and it was a very enjoyable trip. The total cost for each person was \$150.00 excluding meals. Not bad for four days of fun. Be sure to ask the guys about the trip and take a look at the photos.

Jim Thompson

BOY SCOUT MERIT BADGE CLASS REPORT -- October 11, 2014

Nineteen scouts were registered between April 20 and October 10, 2014. Fifteen scouts representing 7 troops from Delaware, Maryland and Pennsylvania attended: DE: 1-Lewes (7), 24-Camden-Wyoming (3), 281-Dagsboro (1), 903-Dover (1); MD: 100-Eldersburg (1), 478-Salisbury (1); PA: 105-Exton (1). Eight club members were in attendance to assist: Paul Buckley and Earl Brooks - classroom; Reggie Finch and Joe Sudler - Timesaver modules; Henry Cramer - DC/DCC workshop; Jim Valle and John Murphy - model boxcar construction; and Jeff Shockley - photographs. Don Jennings, representing the Mid-East Region of the National Model Railroad Association, drove in from Cary, NC, and assisted with the Timesaver modules.

We had 1 "glitch" in the program - did not have enough knuckle couplers in the model kits. We had to rely on AccuRail 2-piece coupler included in the kit box. Paul used his supply of knuckle couplers to replace those not in boxes.

Mike Price, Scoutmaster of Troop 1 in Lewes, DE donated 4 Railroading merit badge books to the club at the conclusion of the class. Received an email from Mr. Price: "Thank you all, from Troop 1. We had a wonderful time at the merit badge class. All the scouts said it was not only fun but informative. They kept repeating '4 foot, 8-1/2 inches' every time we saw railroad tracks."

In appreciation of his assistance with the merit badge class today and in the past, Jim Valle, Interim President of the First State Model Railroad Club, named Don Jennings an honorary member of the club.

This was the 24th class sponsored by the club since we started the Merit Badge program in 2003. We have awarded 318 Railroading merit badges since in that 13-year span. The next merit badge class will be held on April 11, 2015.

Respectfully submitted, **Jeff Shockley**, Merit Badge Coordinator.

COMING EVENTS

November is NMRA's National Model Railroad Month. Many modelers have an Open House during the month. Check out this year's schedule online at www.modelrailroadopenhouse.com for dates and times of those who will be open and plan to visit as many of them as you can. Your attendance and support will be appreciated.

November 8, 2014 – On this date FSMRRC will be participating in the NMRA's National Model Railroad Month by hosting an Open House from 9:00am to 3:00pm. at Jarrell Station, 1282 McKee Rd., Dover, DE. Richard Stockslager (111 Broad St., Wyoming, DE) will also have his layout open that date from 9-3.

November 8-9, 2014 - First Frost™ Train Meet. Allentown Fairgrounds Agricultural Hall (Agri-Plex), 302 N. 17th Street, Allentown, PA. Saturday: 9am–4pm, Sunday: 9am–3pm. Admission: \$7.00. Kids 12 and under FREE with adult admission.

November 15, 2014 – FSMRRC will be taking the DCC layout and participating in the Magnolia, NJ Train Show (from 9am to 3pm) at their new Community Center. FSMRRC will be the only HO layout (there will, however, be an “N” gauge layout from another local club). Magnolia, NJ is approximately 80 miles (1½ hour drive) from Dover.

November 15, 2014 – Hartly Fire Hall Toy and Train Show. Hartly Fire Hall, Routes 44 & 11, Hartly, DE. 9am–3pm. Admission: \$9.00. Kids under 12 FREE with paying adult.

November 22, 2014 – FSMRRC will be taking the DCC layout and participating in the Model Train Show at Laurel, DE Fire Hall (from 9am to 3pm). We participated in this event last year and had a wonderful time.

November 22, 2014 - Shore Line Garden Railroad Club will set up a G-Scale display around a Christmas tree at the Air Mobility Command Museum (behind Dover Air Force Base). This display will continue through the end of the year. AMC is closed Mondays and Holidays. Admission: free.

November 29-30, Dec 6–7, Jan 3–4, Jan 10–11 – Delmarva Model Railroad Open House. 103-E State Street, Delmar, DE. Saturday: 11am–4pm, Sunday: Noon–4pm. Admission: Free. 7 layouts displaying Z, N, HO, S, and G scale, O and Lionel Standard gauge (Tin Plate), model trains.

November 29-30 – Greenberg's Train & Toy Show. New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ. 10am–4pm, both days. Admission: \$8.00, kids 12 & under FREE.

November 29 - January 18 - Model Trains of the Twenties & Thirties @ The Seaford Museum, 203 High Street, Seaford, DE. Mon., Wed. & Thurs. 12-4 pm, Sun. 1-4pm

December 1, 2014 – January 25, 2015 – Holiday Festival of Trains at the B&O Museum in Ellicott City. Wednesday–Sunday from 11:00am–4:00pm. Enjoy the museum's annual holiday celebration of toy trains and model railroading. New this year is a custom-built 360 degree LEGO model train layout created by The Washington D.C. Metropolitan Area LEGO Train Club. This masterpiece made completely of LEGO toy pieces is interactive for children of all ages. There are push buttons along the sides that will activate lights, motors, and sounds. Other model exhibits featured at the Station will include a popular Thomas the Tank Engine G-scale layout, a small N-scale layout in the museum's telegraph office and a push button children's layout in the main waiting room.

December 2, 2014-January 8, 2015 – Eagle Line Railroad Model Railroad Display. 12169 Ober Lane, Ridgely, MD. 7pm–9pm, Tuesdays and Thursdays (Closed Christmas Day). Admission: FREE. Santa will be guest of honor on December 23, 2014.

December 6-7, 2014 – Greenberg's Train & Toy Show. Maryland State Fairgrounds. 2200 York Road, Timonium, MD. 10am–4pm, both days. Admission: \$8.00, kids 12 & under FREE.

December 6-7, 13-14, 2014 - Queen Anne's Railroad Society/MESL will hold their Festival of Trains in the outlet store at Kent Narrows the first two weekends of Dec., 12noon-5pm.

December 13, 2014 - 12th Annual Train & Toy Show. Denton Vol. Fire Co., Caroline County 4-H Park, 8230 Detour Rd., Denton, MD (just off Rt. 16 Harmony Rd.) Info: Ron Wieber [443-744-0356](tel:443-744-0356)
www.fundraising@dentonvfc.com

December 13-14, 2014 – Greenberg's Train & Toy Show. Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA. 10am–4pm, both days. Admission: \$8.00, kids 12 & under FREE.

December 21, 28, Jan 4 – Eagle Line Railroad Open House. 12169 Ober Lane, Ridgely MD. 1pm – 4pm. Admission: FREE.

January 17, 2015 – Philadelphia Division of the NMRA will be holding a joint meeting with New Jersey Division at the Haddon Township High School, 406 Memorial Ave., Westmont, NJ 08108. The meeting will start at 9:00am.

January 24-25, 2015 – Amherst Railway Society Railroad Hobby Show. Eastern States Exposition Fairgrounds, 1305 Memorial Ave., West Springfield, MA. Saturday: 9am–5pm, Sunday 10am–5pm. Admission: Adults: \$14.00 per day, kids 15 and under FREE when accompanied by an Adult. NOTE: Eastern States parking: \$5.00 per day.

January 31, 2015 – Great Scale Model Train Show at Timonium MD. FSMRRC members wishing to attend should meet at Jarrell Station, 1282 McKee Rd., Dover, DE at 7:00am.

February 28, 2015 – "I Love Smyrna High School Day." FSMRRC will set up the train display from 8:30am to 2:00pm.

March 7, 2015 – Sudlersville Train Show. Sudlersville Volunteer Fire Company, 203 N. Church St., Sudlersville, MD 21668. 10:00am-3:00pm. Admission \$5 adults, children under 15 free with adult. Early admission \$10. Second annual toy and train show, largest on Maryland Eastern Shore, approx. 10,000sf., door prizes every hour, free "How-To" Clinics, two large train layouts - HO and O, wide aisles. Benefits Sudlersville Train Museum. FSMRRC has been invited to participate by displaying our layout. Contact Information: Kurt [\(302\) 270-4786](tel:302-270-4786), sudlersvillemuseum@gmail.com