

Jersey; Lehigh & Hudson River; Lehigh & New England; and New York, Susquehanna & Western. I have always been primarily a Delaware, Lackawanna & Western fan but also by extension an Anthracite road fan. It didn't hurt that the Dalbergs all worked for DL&W, starting around 1868! Plus, it was an easy bike ride up to Port Morris Yard.

I got my real start in HO when I was at USNA in the mid-1950s. I had enough money to afford a monthly copy of *Railroad Model Craftsman*, and in the fall of 1954, I ordered a four-car set of MDC car kits for I think \$7.50. There was also a model railroad club there with a reasonably sized railroad. I came back to school after the

first Christmas with a set of Hobbyline A-A's, which I would take down there and run! Many years later — like 45 — I asked my classmate Bob Warren if he knew what had happened to the railroad. He said he had been assigned back to USNA about 1963, and the first thing he did was go check — the club and railroad were gone.

I went into the Marine Corps upon graduation and built my first railroad in my BOQ room, but soon was deployed, so I had to take it down. The next one was at our quarters at Camp Lejeune, which lasted for a year or so. I have pretty much built railroads everywhere I've lived since then, some small, some decent sized for their day, and some just test tracks.

About that time, I read an article by Doug Smith on operations — that was what I really wanted to do!

We then lived in Nashville, Tennessee, for several years. I built a railroad that was part DL&W around Netcong, New Jersey, and part New York, Ontario & Western around Middletown, New York. It could have been operated ala the Doug Smith system (I did), but couldn't find any other takers! A couple of years later, we lived in Monterey, California, where I made the grand mistake of not visiting John Allen, who lived about a mile and a half from us!

We then moved to the Washington, D.C., area, where I started another DL&W in our single-car garage. One Sunday in the spring of 1968, I took one of my boys to an

open house at the Severna Park, Maryland, club. There, I was talking to a couple of fellow visitors. I said that I was really interested in operations, but hadn't found anyone else thus far. They said, "...well, we are having an operating session tomorrow evening, and you are welcome." I went, and, as they say, the rest is history. This group was the Chesapeake Trainmasters Club (CTC), and I participated in op sessions for the next several years (interrupted by a one-year trip overseas, where I managed to scratchbuild a couple of cars and plan a new railroad).

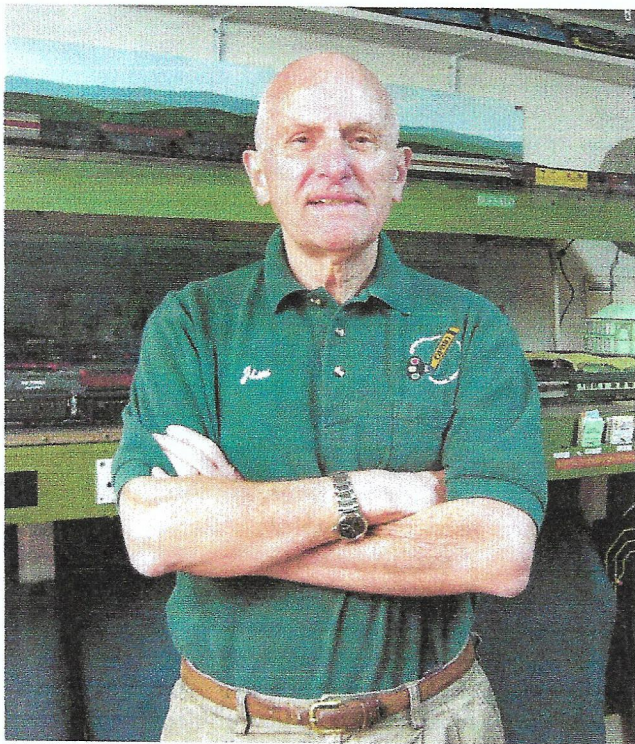
Fortunately, I came back to the D.C. area (some folks say, "what?" Actually, the D.C. area is pretty good, model railroad operations-wise, and wasn't bad then). I rebuilt the railroad, and the CTC operated it two Mondays out of every six — until I was transferred to Quantico. It was crowded with six to eight operators. After the transfer, I continued to participate in the Monday op sessions — a bit of a drive, but you do what you have to. The CTC is still very active, including a couple of the folks (Ron Schmidt and Charlie Kilbourne) who were active when I was some 40-plus years ago.

We then moved to Camp Lejeune, North Carolina, where I built a railroad on the porch of our quarters. This was a screened porch, so I asked the local base civil services folks if I could enclose it. Haw! I took our big station wagon (it was one of those 1970 types that when you see one today, looks like you could fit the 4x8 sheets in crosswise), and bought plywood, insulation, and closed the thing in; I bet it still is!

I built another small DL&W-type railroad. I also found a number of people interested in operations — a couple of active duty types, several retirees, and some local folks.

We operated several times a year for four years. After that, I went to work for Conrail — my second career. My first job was as an Assistant Trainmaster, where I quickly learned that running a big rail yard is a lot different than being a railfan. All that railfan knowledge is not of much value, but it was a great learning experience!

Then, I was transferred to the Philadelphia HQ and moved to the Berwyn-Paoli area, where I have lived for the last 35 years or so. I ran into Larry DeYoung at CR — I had known him earlier from the Erie Lackawanna Historical Society (ELHS). We started up a Monday night operating



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I've been a railfan for nearly all my life — since about age five! Naturally, I had the usual Lionel trains very early on, starting Christmas 1939, and used these and various additions up to the early 1950s. I had some HO in the late 1940s, but this was basically some Megow kits and a few pieces of track. I recall being suitably impressed with "needle point" bearings and the rolling quality of the trucks.

Lackawanna Railroad was the big player where I grew up in northwestern New Jersey (up in the hills). In those days, there were lots of trains, a major yard across the lake, and some industry — actually quite a bit for a small town.

In that area, there were several other railroads — Central Railroad of New