



# MAINE 3 RAILERS

## M3R CLUB NEWSLETTER FOR JULY 2024

**OUR NEXT MEETING IS THURSDAY, September 12, 2024, at 7:00PM on Zoom.** Watch for the email from Dana Lindsey with the link to join.



### **President's Message** by Gene Thayer

I hope everyone is having a good Summer. Maybe you're giving your trains a break and only running them on rainy days.

Last week I was looking at electric trains for sale on eBay and was surprised by what I saw in the sold items. A Lionel postwar #2550 Budd dummy in excellent condition in a solid original box which sold for just \$150.00. This particular car is or was the holy grail for postwar train collectors. Twenty or more years ago, it would have sold for close to \$1000.00. This drastic change in value is the elephant in the model train hobby room. In my opinion it is the combination of an ageing group of enthusiasts and more high-tech electronic equipped engines becoming available. I know there is not much we can do about this except to run what we have and enjoy it every day. Lionel Trains has said on some of its postwar train packaging that they are a lifetime investment in happiness.

We all know that the Cumberland Fair is coming in September. Please sign up to take a shift or more so M3R can continue to run trains there. George Small informed me that the Fair must know by September 1st if we are going to cancel. I've said this before and I'll say it again, "If we can't staff it, we can't do it." Sometime in August, the Executive Board will vote on whether we will cancel or not based on the level of member commitment.

### Three New Members Joined the Club in June

- Wayne Hagman of Arlington, MA - photo pending
- Dana Luszczki of North Monmouth, ME - photo pending
- Alden Michaud of Gorham, ME



A hardy Here! Here! And welcome aboard for Wayne, Dana, and Alden!

### UPDATES



### M3R YouTube Channel Update by Channel Master Carlton Spring

June was "Tribute to Veterans" month for the M3R Outreach Team with a visit to the VA Togus Medical Center in early June and the Maine Veterans Home - Augusta in Mid-June.

The link below will connect you to the Outreach Team visit to the Togus VA Medical Center on June 4, 2024. I hope you will enjoy the almost 4-minute video.

Direct Link to Togus VA Medical Center: <https://youtu.be/wKjtnU9NkTQ?si=7JgcAojlKlr330ku>

The Outreach Team's visit to the Maine Veterans Home in Augusta Tuesday, June 18th, was a tremendous success and experience. We had visitors after visitors all day who spent time chatting with us. I hope that you will like the video. The direct link is provided below for your convenience.

Line to Maine Veterans Home visit: <https://youtu.be/NfXtbsGOXys?si=scLKGher87z8ZIO1>

Please stay tuned during July for the video of the Mobile Outreach Team's visit to the Moxie Festival in Lisbon Falls on July 13<sup>th</sup>.

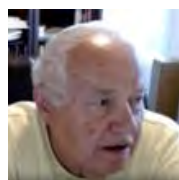
STAY TUNED!



### M3R Activity Committee by Chairperson Bernie Pender

The Activity Committee wants to remind everyone of Joe Landry's open house August 17<sup>th</sup> @ 1pm at 19 Orestis Way, Lewiston, ME.

*For more information on future activities, type Groups.io into your browser and check out the Club's for a visit section.*



### Club Car Committee by Richard Ridolfo

2024 Club Cars

Scenic Maine Summer Car is in stock. Contact Peter Hanson regarding purchase.



L.L. Bean Boxcar is due shortly. Cars are limited to two per member and per our agreement with L.L. Bean they are intended for club members and not for resale.

### 2025 Club Cars

Bath Iron Works crane car and tender: Received BIW input. The Club Car Committee will seek BIW final approval and Executive Board review and final approval before submitting the design to the Club membership.



### From the Editor by Art Shean

**Ask not what the Maine 3 Railers can do for you, but what you can do for our hobby and Club!** Now is the time when Maine 3 Railers and true model railroaders

step up to serve their hobby. The Maine 3 Railers presents its largest layouts each year at the Cumberland County Fair where over 70,000 visitors can view and admire our handy work. This year we will run trains from 9am-9pm daily starting Sunday, September 22 until 9pm Saturday, September 28. Setup will start at 8am on Saturday September 21 with pack up starting at 8am Sunday 9/29. Operating shifts run from 9am-3pm and 3pm-9pm with two members on each shift for a total of 28 slots.

With over 100 members, it's hard to believe that we had trouble manning our display last year. One of our members showed up nearly every day to fill in undersubscribed slots while only four members showed up to pack the display. If we can't support one of our most significant efforts, then we should consider our hobby and potentially our Club deserving of the final bugle call.

Sam Carr works tirelessly to organize our support for the Fair. The current manning schedule is shown on the next page:

Maine 3Railers Cumberland Fair 2024 Staffing Schedule as of 7/2/2024

Sat 9/21, Unload, Set Up Layout	Shift Hours	Sun 9/22	Mon 9/23	Tue 9/24	Wed 9/25	Thu 9/26	Fri 9/27	Sat 9/28	Sun 9/29, Pack Up, Load
8am Start	9AM- 3PM	1-Sam Carr,John Ash 11am- 3pm	5	9-Ron Brown	13-Jan Williams	17-Carlton Spring	21	25	8am Start
Setup, Shift Zero	9AM- 3PM	2-Carlton Spring	6	10-Jan Williams	14-Jack Dexter	18-Art Shean	22	26	Pack Up, Shift 99
Art Shean, Sam Carr, Jim Kennie	3PM- 9PM	3-Jim Kennie	7-Jim Kennie	11	15	19	23	27	Art Shean, Sam Carr, Jim Kennie
Bernie Pender	3PM- 9PM	4	8	12-Art Shean	16	20	24	28-Sam Carr	

Please contact Sam via email at [secarr1@comcast.net](mailto:secarr1@comcast.net) with the number of the open shift you want to cover. He will confirm your selection via email and send Fair passes for entrance via U.S. Mail just before the Fair.

Make your participation a family affair. While you run trains, your family can ride the rides, watch the shows, walk the exhibits, and indulge in the variety of Fair food available.

Here is the video of our layout from the 2023 Fair so that you can see what we do.  
<https://www.youtube.com/watch?v=ZvNmtlqz04U>

May It be Said, “His Life Was Well Spent.”



Gilman “Jerry” Angier, Jr. passed away on June 19, 2024, in Scarborough. Per Jeff Jacobs, Jerry wrote the definitive book on the Bangor & Aroostook RR. He was frequently seen at train shows, signing books etc., and was an icon on the Maine train scene. Below is an excerpt from his obituary:

A lifelong rail enthusiast, he introduced his wife to railroading when they took a train from Chicago to Los Angeles for their honeymoon. Throughout the years they traveled extensively throughout the US, often by rail and in private rail cars. Jerry was a former member of the Cincinnati Railroad Club. At the time of his death, he was a member of the 470 Railroad Club of Portland where he served as a past

President, the National Railroad Enthusiasts, the American Association of Private Rail Car Owners, and the Railroad and Locomotive Historical Society. He was a life member of the Maine Narrow Gauge Railroad and the Wiscasset, Waterville, and Farmington Railway Museum. He wrote two books on the history of Maine’s Bangor and Aroostook Railroad.

Upon retirement, Jerry volunteered as a Car Host on Amtrak’s Downeaster train and at the Ocean Gateway Visitor Information Center.

The following is a link to his full obituary:

[Obituary: Gilman “Jerry” Angier Jr. \(pressherald.com\)](https://www.pressherald.com/obituary/gilman-jerry-angier-jr/)

## EVENT REPORTS



### Location, Location, Location! By Art Shean

June was "Tribute to Veterans" month for the M3R Outreach Team with a visit to the VA Togus Medical Center in early June and the Maine Veterans Home - Augusta in Mid-June. Tuesday, June 4, 2024, the Team of Sam Carr, Jeff Jacobs, Doug Pollock, Art Shean, and Gene Thayer found their way to a new location on "VA Maine Street" to set up a specially configured layout.

Both last year and this year, Togus was bereft of normalcy with construction everywhere. Last year we set up on Maine Street outside their theater because contractors barricaded the outside entrance, and the theater was under renovation. With the theater doorway reopened, Sam Carr, our Event Coordinator, had to negotiate a new location.

Being on Maine Street last year was a true advantage in that passing patients, visitors, and staff were able to stop at our location as they went

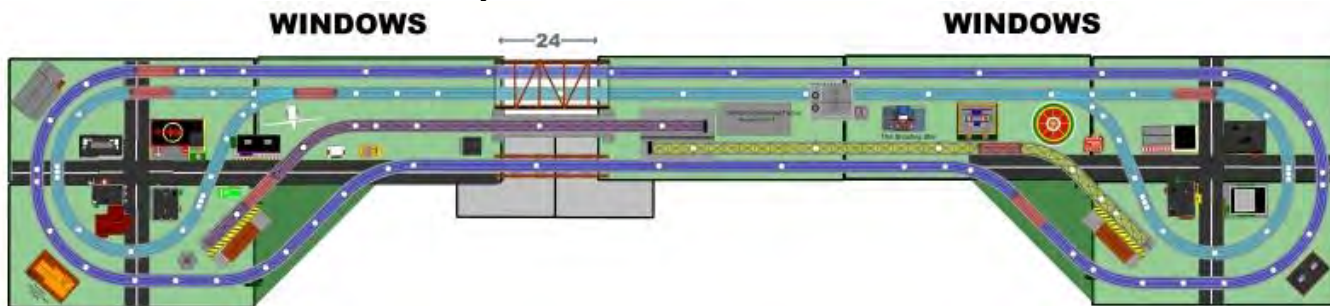


about their routine business. So, the question was where on Maine Street? Always thinking, Sam found the perfect location for traffic although a little challenging for our Layout Designer. At the Moxie Festival Sam located us between the events areas and the bathrooms as well as the only available space with cover from inclement weather. Result: most festival visitors passed by us during the day. At Togus, he found a spot on Maine Street between the two entrance doors to the Patriots Café, Building 204. Anyone going to lunch or on break had to pass by our location. Not only that but we were located between the Community Living Center and the Primary Care Facility. Seems like we saw more wheelchairs than ever before. **Thank you, Sam!**

However, the downside of this new location was squeezing our layout into a long but narrow area and transporting our train stuff from the entrance of the Primary Care Facility, Building 205 along Maine Street to our location. We overcame the latter obstacle with help from the Physical Therapy Group. When we arrived at 8am to unload, a team of PT Staff arrived with multiple carts to help transport our stuff. Thanks to their help we unloaded everything and transported it to our designated location outside the Café efficiently.



Regarding the available space, we used seven 2.5' x 5' folding tables provided by Togus to create a five foot by twenty-seven foot layout. We stretched the layout in the middle to allow foot traffic on the inside of the corridor while our layout was on the outside of the corridor next to the windows.



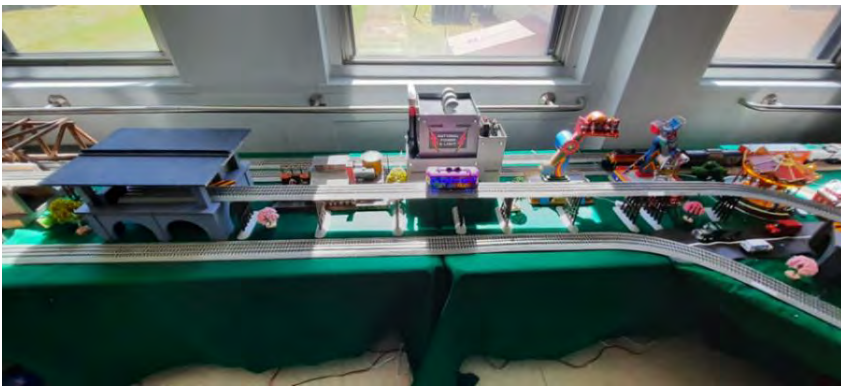
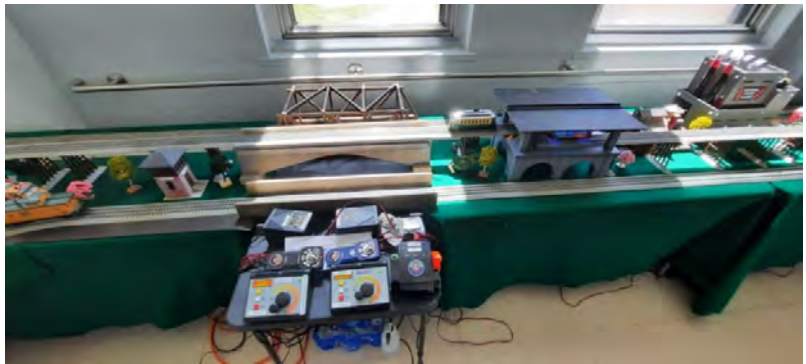
We inserted 30"x30" Inner Corner Fills to smooth out the transition from double wide tables to single wide tables in the middle of the layout. The original plan called for the Control Table to be located on the left end of the layout but found the power cables were too short to travel the 27' from the right end to the other end. Sam suggested placing the control table in the middle which saved the day.



When complete the layout occupied over 98 square feet of space, used 122 plus feet of Lionel FasTrack, displayed 28.5 feet of six inch wide asphalt road, crossed three bridges over the 24" gap, and reversed trolley direction at three elevated trolley platforms. Assembly was completed in the allotted two hours and we were ready to run trains by 10am.

The following photos show the stretched layout from left to right:





As mentioned above, traffic by our location along the VA Maine Street was brisk during lunch and break hours. There also seemed to be more walkers and wheel chairs during this visit and those stopping by spent extra time checking out the layout. As seen below our visitors appeared to enjoy our offering:



During the day, Tom Hartwell and Paul Brown joined the team while Jeff Jacobs departed to deal with personal business.



The M3R Outreach Team does a great job providing model train displays with plenty of lights, sound, and action. However, despite their efficiency setting up, dismantling, and running trains, they don't usually have the time or energy to appreciate the fine details available on our layouts. During a lull in the visitors, Tom Harwell took some time to do a photo essay of the details that are often overlooked by Club members and display viewers alike. A portion of Tom's findings are below:







As mentioned earlier, the Togus VA Medical Center continues to change as new construction, maintenance, and renovation are rampant throughout the Center campus. However, we thought our location near the Patriots Café insulated us from the construction until outside our windows an orange beast appeared coming ever closer as we watched. It finally stopped just short of our location. The beast turned out to be a “Cherry Picker” that contractors were staging for maintenance work on the second-floor exterior above us.



Overall our visit turned out to be an interesting day with the Veterans and center staff but when three o'clock rolled around the team struck camp, loaded up our stuff, and in a caravan rolled back to Building 205 to load our vehicles. With only two SUVs this trip, both Sam's and my vehicle were stacked to the brim. We barely had room for Doug Pollock and his short bottle of water.



Photography by Tom Hartwell & Art Shean



## MVH-A: Pristine as if Built Yesterday by Art Shean

On Tuesday, June 18, 2024, the Maine 3 Railers visited the Maine Veterans Home in Augusta to provide the residents and staff with a respite from their daily routine. While there, we offered our Maine Veterans an escape from their daily routine and evoked fond memories of their youth with a ten foot by ten foot model train display.



*For those unfamiliar with the Maine Veterans Homes, it is a non-profit, award-winning senior services healthcare provider, offering unparalleled care and comfort to approximately 600 Maine veterans, their spouses, and Gold Star parents in six homes throughout the state.*



*The Maine Legislature created the MVH in 1977 to provide long-term care services to Maine's Veterans and eligible family members. They continue today operating as an independent, nonprofit organization. MVH opened their first home in Augusta in 1983. Since then, they established locations in Bangor, Caribou, Machias, Scarborough, and South Paris.*

*MVH is a separate, nonprofit organization from the Department of Veterans Affairs. They work closely with the U.S. Department of Veterans Affairs to access federal funding for Veterans' benefits and care. Their highly skilled staff is specially trained to provide the physical, emotional, and mental support and care Veterans need. The new Augusta Home opened in August 2021 and replaced the original 1983 home.*



Maine Veterans Home in Augusta offers space for 138 Maine Veterans and is the epitome of how we should care for Veterans. Not only do they receive amazing care but also get the freedoms and joys of home. MVH-A leadership and staff are so welcoming and kind that you can feel the pride they have in this facility and all it has to offer our nation's heroes.

The MVH designed the Augusta home using the groundbreaking Small House Model, offering 138 private rooms divided into household communities of about twelve individuals and includes wireless internet access, flat-screen TVs, wireless call systems, and much more. Each household features a comfortable living room, dining room, den, fireplace, and large kitchen. Open floor plans eliminate long hallways as every room opens to a common space, promoting connectivity and community. All finishes are warm and residential and look more like someone's home rather than your traditional nursing facility. (Paraphrased from MVH-A Web Page)

The MVH-A staff and management applies the same level of attention in the communal areas shared by all residents as seen in the below photos:

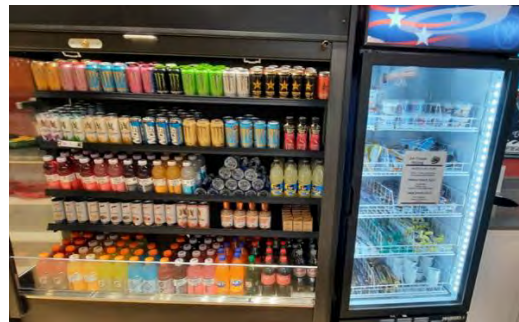
From the main entrance to the lobby, patriotism, quality, and pride surrounds any visitor. As Mainers, we can be proud of how well our legislators' vision became reality.





From the lobby, a left turn leads to the MVH University rooms on the left and the MVH Bistro on the right.





They serve eight flavors of hand scooped ice cream and Starbucks coffee 7 days a week! When residents want something stronger, they can visit the Veterans Club, play games, listen to music, and enjoy a cocktail or two.



In between games, maybe a haircut or a stop at the bank or chapel for monetary or spiritual support?







Residence can take college courses in house with plenty of quiet corners to study or enjoy the silence.



If the grandkids stop by to visit, they can play in the kids corner while the parents visit with granddad and/or grandmom.

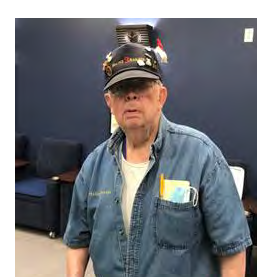
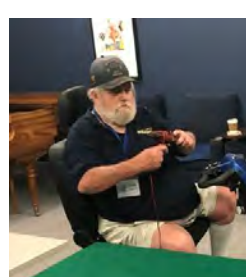




Then there is the theater where on this day, the Maine 3 Railers' 10'x10' model train layout was the feature attraction.



The M3R Outreach Team arrived at 8am, set up their layout by 10am and ran trains until 3pm. Whereupon they disassembled it and drove it away into the afternoon traffic on I95. The crew consisted of: Paul Brown, Sam Carr, Victor Fuller, Gerry Gotreau, Doug Pollock, Art Shean, Carlton Spring, and Gene Thayer.

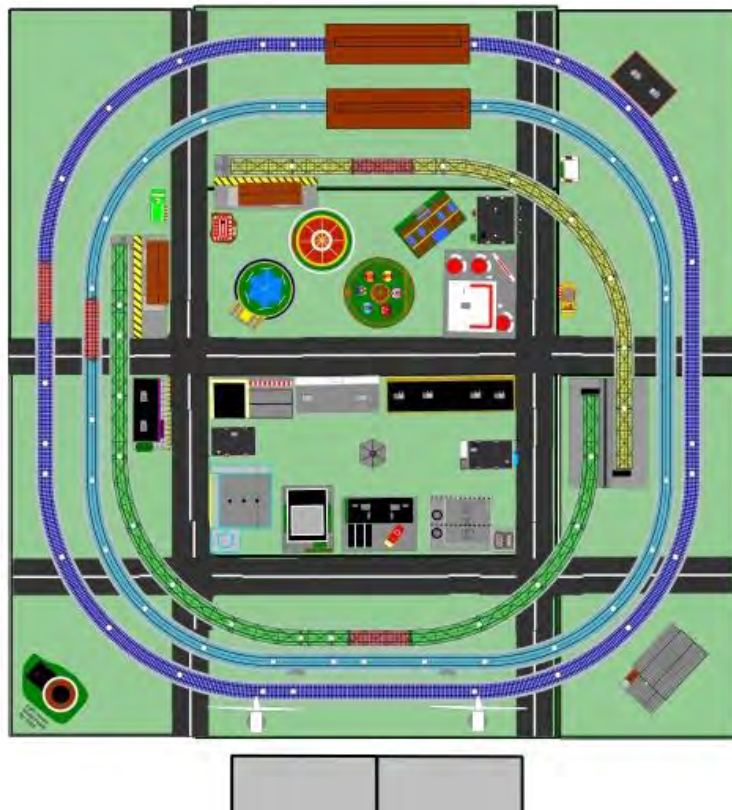




Also present in the parking lot which drew a lot of attention from the lunch time crowd was Vic's Corvette.



Our "As Built" layout turned out to be 10'x10' on eight 2.5'x5' folding tables with two main lines and two elevated trolley lines. We laid 79' of Lionel FasTrack and 40 feet of 6" wide asphalt roads. As architectural features we added two Lionel covered bridges, three custom elevated trolley platforms, three sets of Lionel elevated trestle sets, and 28 buildings. The original plan called for a 10'x12.5' layout on 10 tables but when we discovered only 8 tables were available we changed the plan on the spot by removing 30" straight track pieces from the long runs on each loop. This further impacted the building plans but the experienced crew adapted and the display was ready to run trains on schedule.





*Art, Only Eight Tables!*



*Front View*



*Side Views with Shot of Details*



*Back View with Control Table*

Sam Carr and Carlton Spring worked with our sponsors to connect with the Theater audiovisual system. When connected we showed Carlton Springs' M3R layout videos from the internet on the overhead screen behind our layout.



We were not allowed to take any photographs of the residence or staff. However, there appeared to be many more volunteers wheeling residence into see the layout than we have ever seen in the past. Many were in wheel chairs and a few where on rolling beds. They all showed interest and many developed radiant smiles.

With the number of crew present for this display, we had a mini M3R "Meet and Greet" with the MVH providing a free lunch for ever member from the MVH Bistro. Carlton and Doug went with the chicken tender platter while Paul and I got the shrimp special. Just can't beat great fellowship, a free lunch, and a special feeling from providing a moment of respite for the deserving veterans and their caregivers.



When three o'clock rolled around, the entire crew snapped to and the layout was disassembled and boxed before four o'clock. Amazing what an experenced crew with good numbers can do in a short period of time. **Thank you to those that helped!**



Photography by Art Shean & Carlton Spring



## The View from **Doug's Chair** by Doug Pollock

Well, we had two great events involving Veterans in the last few weeks and what a time we and they had. The first one was at the VA Hospital in Togus. On this one, you had to find the correct building with a very, very busy hallway. The set up was great. The hallway and layout were long ones (in length) located in front of an outside wall with windows - very unique. Everyone that had to go either here or there went by the trains. Some stopped to enjoy but others had places to go. All in all, it was a great layout, and we made many people and Veterans very happy. But isn't that what it is all about?

The second set up was also in Augusta but at the Maine Veterans Home and what a place. The buildings are fantastic and so well maintained. The home is just flat out great.

As we were setting up, Art noticed a problem and had to make a small adjustment. We were short of two tables, but everything turned out OK. The layout was all set and people came & came & came all day long. It was wonderful. Some came 2 & 3 times. They all had a great time. One lady said something I think to Sam about something was not correct and he asked her, "What was wrong?". She said there is no Red Caboose. Sam talked with her and pointed out several cabooses on the table. After his talk she was all set. All the caregivers were wonderful. They wanted to make sure the Veterans were having a good time. They are very special because of the way they take a genuine interest in how the Veterans are really doing. A **Great Day** for all!

Despite the wheelchairs and artificial limbs, I guess the Veterans we saw were lucky. Many Veterans never made it home. They paid the ultimate price! But those at Togus and the Maine Veterans Homes and many other places around the world also paid one hell of a price. God be with them all. B Safe Doug



## Kids Caboose by Jay Westra

On a recent vacation trip near North Conway, the kids were much entertained by the age-old sport of flattening coins on a railroad track.

First, we had to determine the quantity and types of coins to use. The kids chose two dimes and two pennies.

Second, we carefully placed the coins. Third, after leaving, we waited.



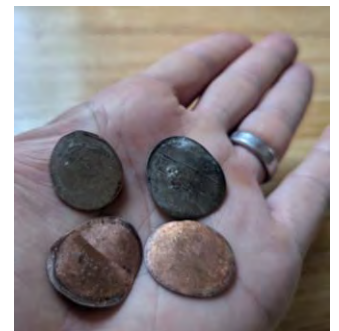
After a few hours, our excitement level skyrocketed when we heard a train pass by, and we rushed to the track in anticipation of searching for the coins.

Finally, we found the coins and were amazed how flat and smooth the train had shaped the coins. None of the flattened coins were identical! The kids will treasure their new keepsakes but gave some to their grandparents after we returned home.

Interestingly, the flattened coins were never more than 3' from the spot where we put them.

**Word of Caution:** Upon consulting the internet, we placed the coins well away from any pedestrian paths in case they became projectiles upon impact with the train.

I am happy to report that this activity is still alive and well with our youth and adult kids :)





## REAL TRAINS



### **Shinkansen (Japan's Bullet Train)** by John Harper

I recently traveled to Japan to repatriate personal effects taken from a Tokkotai (Kamikaze) pilot, Kan'ichi Horimoto, who crashed into my father's ship (USS Ingraham DD-694) during the battle of Okinawa. The surviving members of the Horimoto family are living in Matsuyama on Shikoku Island, but I first wanted to visit the Chiran Peace Museum which honors the 1036 pilots who flew from there. There I met with the curators of the Museum and Mr. Kowatoko, a retired Army General who, as a boy, waved goodbye to the pilots as they departed on their final mission. I learned more of Horimoto's life as a "boy pilot" (he was 18) and the pilot's fervent desire to defend Japan from the Allies.

Once I landed in Tokyo, I chose rail travel to move around Japan. The Chiran Peace Museum is located near Kagoshima – a city on Kyushu Island that is the southern terminus of the Shinkansen rail line. I boarded a Nozomi express train at Tokyo station, changed trains in Hakata, and within 8 hours I arrived in Kagoshima – a distance of 1486 km (890 mi). By comparison, flight time from Tokyo to Kagoshima is 3 hrs. 45 min., plus transport to/from airports, security checks, and cramped seats. My return to Tokyo was split into three segments with stays in Hiroshima and Kyoto.



The Shinkansen trains are quiet, comfortable, and fast. Seats in the Green (business) class are four abreast with plenty of legroom. Windows are large and clean, and a day of travel on these trains is very relaxing.

The Nozomi express trains are 16 cars long with the Green class cars in the center of the train. These express trains stop at major cities and have a top speed for each route segment. My train, on the Osaka to Hakata segment, traveled at 300 kph (186 mph). Acceleration to speed was very noticeable. Other segments topped out at 285 kph.

Standing on a Shinkansen platform is similar to a subway station – trains are arriving and departing every few minutes – I was amazed at the frequency of bullet trains during busy times. The subway analogy extends to the train routes. Japan is mountainous and the Shinkansen routes bore tunnels

straight through mountains and ridges, and under the ocean between islands. The Hakata to Hiroshima segment seemed to be mostly underground. The longest tunnel on the segment is the 11.6 mile Kanmon tunnel connecting Honshu and Kyushu islands. Even though the train rocketed through tunnels at top speed, the car interior was quiet.

Booking travel on the Shinkansen can be done at ticket machines and staffed counters. You will have a physical ticket to get you through the turnstiles. You can also book online tickets. The smartEX App needs to be installed on your phone to display a QR code that is scanned at the turnstile. The smartEX app demands a login with a password of 8 characters max. As I learned, the password should be easy to type on the phone as the stations are busy and standing at the turnstile trying to get into the App with a convoluted password is no fun. The App's interface is poor. Two poorly labeled screens have to be navigated to bring up the QR code.

Finding my way through the Shinkansen stations was easy at Kagoshima, Hiroshima, and Kyoto. I'm glad I had a guide for the first time in the busy Tokyo station as there are lots of ramps and turns to navigate amongst the crowds. For the long trip to Kagoshima, a diversion to one of the food vendors to buy a Bento Box was also needed. (The Nozomi Green class cars have a limited selection food cart available, but Japan Railways has mostly eliminated selling food on the trains). For Tokyo station, plan extra minutes to learn the station. Once you identify the track number for your train from the departure boards, find the escalator to that track and look for a number and queue guide marks for your car number on the platform. Passengers queue up prior to train arrival to speed entry into the cars. Shinkansen station stops are brief – these trains run on schedule and exchange of debarking and embarking passengers is efficient and fast. For changing trains, the platforms have air-conditioned waiting rooms.

Hotels and malls are built adjacent to most stations. In Kagoshima, one hotel's lobby was in the station building. Booking a room in one of these hotels is a great convenience. Warning: Google maps is unaware of the bridges and tunnels that connect the station with nearby hotels and sent me on an unnecessary taxi ride.

## MODEL RAILROADING



### Pine Tree Power 10 – Maine, Montreal & Atlantic Railway by Jeff Jacobs

This month we look at the Maine Montreal & Atlantic (MMA), a Maine RR that ended in disaster.

The MMA arose from the Bangor & Aroostook route that had been acquired by Iron Road Railways which in turn went bust in 2002. MMA Headquarters were at the Northern Maine Junction in Hermon (where the old MEC and B&A interchanged). The effects of the downward spiral of the Maine paper industry impacted many businesses and towns but perhaps none so pointedly as the railroads. MMA struggled with the issue, including a battle with Fraser Paper of Madawaska and Canada over what Railroad would serve the paper mill. Fraser ultimately ended things by shipping via truck.

This route map shows the reach of the MMA with its northern most point at the Fraser mill. Notably it held a large piece of the trans-Maine east to west trackage. We will discuss the area in the blue box shortly





As the MMA tried to avoid the abyss which had ended the Bangor & Aroostook, it cut staff and used one-man crews assisted by remote devices such as this radio-controlled caboose. The caboose mimicked the MMA maroon paint scheme and bore the gold shield familiar from the B & A era.



In late 2010 the MMA sold 233 miles of its northern-most tracks to raise more operating funds. But things continued to worsen.

In 2012 a brief ray of hope glimmered as oil trains began migrating east and west from St John, New Brunswick cutting through Maine along the MMA route. Some say the one-man crew policy was partly to blame when an engineer went off shift on July 6, 2013, just after midnight. The locos (not the one in this article) were left idling with air brakes on and many handbrakes set. Before another RR employee could be provided, a passer-by noticed sparks coming from the engine's exhaust pipe. This is not uncommon as carbon builds in the stacks and sometimes causes sparks. The local fire department responded and did the only thing they had been taught – shut down the engine via an external cut-off switch. This in turn stopped compressed air being maintained in the air brake system. Everyone left the site and thereafter the weight of 72 filled tankers overcame the

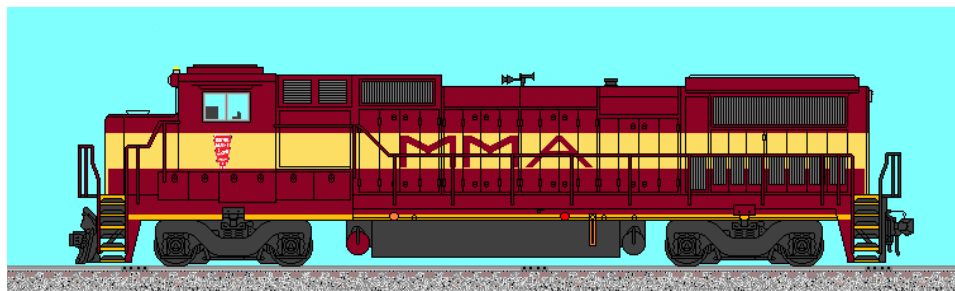
grip of the remaining mechanical brakes as the train began creeping downhill several miles to the town of Lake Megantic. The result was tragic as the unmanned train rounded a curve limited to 10 mph in the downtown. With sparks flying from the locked loco wheels as its mechanical brakes still resisted, the tankers separated and left the track at the curve causing a huge fire. The town was mostly destroyed and 47 people in a nearby bar were presumed dead as the fire swept the center of the town.



After months of hearings, the MMA was bankrupt, and its remains were sold to Fortress investments. The line was put back in service under the name Central Maine and Quebec, CMQ. Note - the CM&Q would eventually operate our local Rockland branch for a brief time. (Today that track lease with Maine DOT is under control of the CP which bought the CMQ but it is operated by a division of the Finger Lakes RR.)

But enough background on the MMA's troubles. What about their engines?

The MMA adopted this paint scheme which was only applied to 2 of its 29 locos and the remote-control cabooses.



MMA 8592 is a GE built 4 axle "Dash 8 "engine producing close to 4000HP. This engine had about as much power ever produced to ride on 4 axles.



### Turning to O Scale:

Atlas produced its model #6829-2 of the MMA 8592 with TMCC and sound licensed from Lionel. They list the model as a DASH 8 40B while the MMA version may have been a 39B. Externally, the appearance is the same.



You can also find a few red, white, and blue box cars with MMA livery. Further, if you are a bit macabre and have been fascinated by the Lake Megantic tale, you can put together an oil tanker consist, but DON'T leave it unmanned on a grade!

For more reading, surf the web where many of the above photos originated.

## Know Your Tracks by Art Shean

Good news and bad for those of you that run Tubular Track. Menards in addition to straight and curved track now offers O72 Tubular Track Switches at a very reasonable price. Unfortunately, their first offer was so popular they sold out within hours. But fear not, because like their engines, they will be back!

### O SCALE TRAIN STUFF FROM **MENARDS.COM/TRAINS**

## **NEW!** TUBULAR TRACK SWITCHES!

#### **Introducing our first ever tubular track switches!**

These switches are made from all-new tooling and include several innovative features that are exclusive to Menards®!

#### **Feedback wanted!**

We truly believe these are the best switches ever made! Now, it's your turn to tell us what you think! Please email your comments to Ray at [guest@menard-inc.com](mailto:guest@menard-inc.com).

Please limit your purchase to one of each type per person, as we'd like to get these out to as many people as possible.



**O-72 TRACK SWITCH**

- Innovative design - no fiber pins
- Anti-derail feature automatically realigns track if the engine is going the wrong direction
- Choose from right- or left-hand

**EXTRA PINS**

- Includes 6 steel pins to connect to your track

**SWITCH MACHINE**

- Prelit red and green lanterns
- Control switch by manually turning the lantern or use the buttons on the remote
- Easy wire plug-in connection to the switch remote - no wire splicing needed

**SWITCH REMOTE**

- Press button to switch from straight to diverging track -
- Press button again to return to the straight track
- Includes 3-foot lead wire

**6-FOOT WIRE EXTENSION**

- Easy wire plug-in connections
- Place the remote up to 9 feet away

## COMPATIBLE WITH LIONEL® & K-LINE® TRACK

- These switches from Menards® are compatible with most 0 gauge tubular track brands, including Lionel® and K-Line®.
- Connect these switches to Lionel® FasTrack® by using a Tubular Track to FasTrack® Transition Piece (Menards® SKU# 279-3867, 3868).

**LIMIT 1 RIGHT-HAND & 1 LEFT-HAND SWITCH PER CUSTOMER**



**0 Gauge 0-72 Track Switch  
with Remote (Right Hand) 275-9301**

**REG. PRICE \$59.99**  
**11% REBATE\* \$6.60**  
**FINAL PRICE \$53.39**  
each

[SHOP ONLINE NOW!](#)

**0 Gauge 0-72 Track Switch  
with Remote (Left Hand) 275-9302**

**REG. PRICE \$59.99**  
**11% REBATE\* \$6.60**  
**FINAL PRICE \$53.39**  
each

[SHOP ONLINE NOW!](#)

## How to Clean Old Tubular Track

By Hal Miller

From Trains.com

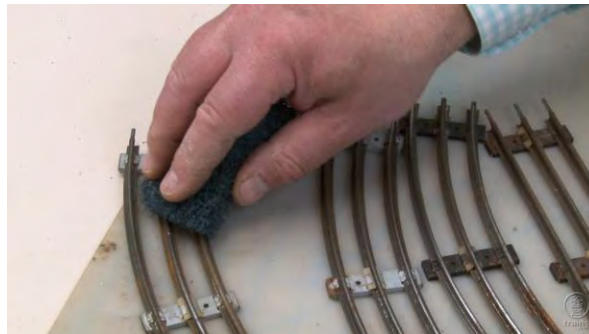
### This method works equally well for O- or S-gauge

When it comes to buying used track, should you or shouldn't you? While buying new track means a more pristine look, it also means more money. However, if you have the time, a more cost-efficient method is buying used track, since you can always clean it up to look new. It only takes a few basic tools and a little elbow grease, but soon you'll have your old track looking like it's fresh out of the box.

Start the cleaning process by getting an old toothbrush to clean the loose soil off. Then, scrub the insides of the rails, making sure to not neglect cleaning the ties and underside of the track. This part of the process will help remove some of the rust (if there is any).



Next, get a scrubbing pad. 3M makes a nice scrubbing pad, but there are many other alternatives to choose from. The only important thing to keep in mind is that you never use a scrubbing pad that's metal. You never want to use steel wool on track because it will shed particulates that will get sucked up in your motors, causing your trains to not run.



Another thing you never want to do when cleaning track is put it in water. That's because there are paper insulators on the rails that will get soaked. Water will also get trapped inside the tubing of the track, and even if you put the track in the oven, you will never be able to get it properly dry.

Part way through the cleaning process, it's a good idea to take a break to vacuum up all the loose rust and other dirt that's fallen off your track.



The final step of the cleaning process involves using a track eraser like the **Atlas Track Eraser** sold at the Kalmbach Hobby Store (available for only \$4.95). The eraser will need to be rubbed lightly on the tracks to shine it up. If there's any stray rust on the track, also use the eraser to remove that.

If you come across a piece of track that just can't be saved, throw it away. Otherwise, it may cause problems for your locomotives in the future.

So, roll up your sleeves and get cleaning! Soon all your track will be shiny and ready to go back into service.

--The End--



# Maine 3 Railers Upcoming Schedule of Events

## Maine 3 Railers Events

- Jul 13 **Moxie Festival**, MTM Center, Lisbon Falls, ME 04252. Set up on Friday at 5pm with trains running on Saturday July 13 from 8am-4pm (Outreach Team)
- Aug 17 **Joe Landry's Open House and Train Show** at 19 Orestis Way, Lewiston, ME 04240 from 1-5pm.
- Sep 22-28 **Cumberland Fair**, 197 Blanchard Rd., Cumberland, ME 04021. Running trains from 9am-9pm daily. Set up at 8am Saturday Sep 21 and move out at 8am Sunday Sep 29. (Trailer Event)
- Oct 4-5 **Baxter Library Fall Book Sale** in the Shaw Gym, 75 South St. Gorham, ME 04038 with set up on Thursday Oct 03 from 2-5pm and trains running from 9am-6pm on Friday and 9am-1pm on Saturday. (Outreach Team)
- Oct 12 **Great Falls MRC Fall Train Show**, Kora Shrine Center, 11 Sabattus St., Lewiston, ME 04240. Trains run from 10am-3pm. (Outreach Team)
- Feb 15 **Annual Maine 3 Railers Model Train and Dollhouse Show**, Augusta  
2025 Armory, 179 Western Ave, Augusta, ME 04330. Run trains from 10am -3:30pm. Move in on Friday Feb 14. (Outreach Team)

## M3R General Meetings (All meetings start at 7 pm on Zoom):

- Sep 12 Regular Monthly Club Meeting

## Roundhouse Sessions (All sessions start at 7 pm on Zoom):

- Jul 11 Roundhouse Session, Topic: MTH vs Lionel Operating Systems – which works best? Part II, Host: Paul Brown & Art Shean
- Jul 25 Roundhouse Session, Topic: To Be Announced, Host: Paul Brown

## Maine 3 Railers Group Email:

The Maine 3 Railers have a group email account in which all members are enrolled. This is the primary channel of communication for club meetings, events, and activities. This also enables members to send emails to other club members. Like club forums, this service allows members to ask questions, provide advice, help other members solve model train problems, buy, and sell items, and pass along model and prototype railroading news of interest.

This is a free service for each member. The group "owners" (Lou Bragaw, Dana Lindsey, and Art Shean) will add your name and email address when you join the club. You will then receive an email with a link to accept the invitation. Follow the link to confirm your account. You may not receive emails if this step is not completed. We restrict the use of this service to M3R members. Because the site is not moderated, Lou, Dana, or Art will review your first two posts to assure you are a member. The URL for our group is: <https://groups.io/g/M3R>.

Once subscribed you can email all other M3R members by addressing your email to [m3r@groups.io](mailto:m3r@groups.io), email individual members by using the Directory, update your personal profile, change how you receive emails, or unsubscribe. If you have any questions, contact Dana Lindsey, M3R Secretary.

# Maine 3 Railers Elected Officers and Appointed Positions

## Elected Officers and Executive Board

**President, 2023-2024**



Gene Thayer  
[president@maine3railers.org](mailto:president@maine3railers.org)

**Vice President, 2023-2024**



Bernie Pender,  
[vp@maine3railers.org](mailto:vp@maine3railers.org)

**Secretary, 2023-2024**



Dana Lindsey,  
[secretary@maine3railers.org](mailto:secretary@maine3railers.org)

**Treasurer, 2023-2024**



Lou Bragaw,  
1 Wren Drive  
Topsham, ME 04086  
[treasurer@maine3railers.org](mailto:treasurer@maine3railers.org)

**Associate Treasurer, 2024**



Rick Hills,  
8 Winding Hollow Road  
Amherst, NH 03031

**At Large, 2023-2024**



Sam Carr,  
[sam@maine3railers.org](mailto:sam@maine3railers.org)

**At Large, 2023-2024**



Art Shean,  
[art@maine3railers.org](mailto:art@maine3railers.org)

**Recent Past President: 2023-2024**



Richard Ridolfo,  
[pastpresident@maine3railers.org](mailto:pastpresident@maine3railers.org)

## Appointed Positions and Committees

**Club Car Committee:** Richard Ridolfo, Chair  
Members: Jerry Gotreau, Peter Hanson, & Tom Hartwell

**Club Car and Merchandise Sales:**

Peter Hanson,  
21 Norway Drive, Chelsea, ME 04330  
[clubcar@maine3railers.org](mailto:clubcar@maine3railers.org)

**Event Coordinator:** Sam Carr

**M3R Activities Committee:** Bernie Pender, Chair  
Members: Dave Hodgkiss, Mark David, & Rick Hills

**Gifts Manager:** Vacant

**Train Show Committee:** Richard Ridolfo, Chair  
Members: Sam Carr, Vic Fuller, Bill Halley, Peter Hanson, Tom Hartwell, & Gene Thayer

**Special Projects Manager:** Jeff Jacobs  
[specialprojects@maine3railers.org](mailto:specialprojects@maine3railers.org)

**Clubhouse Committee:** Dave Hodgkiss, Chair  
Members: TBD

**Event Layout Design:**

Jeff Jacobs (Trailer Events)  
Art Shean (Outreach Events)

**Media Committee:** Vacant, Chair

Members: Conrad Berthiaume, Dana Lindsey, & Douglas Pollock

**Webmaster:**

Mark David,  
[webmaster@maine3railers.org](mailto:webmaster@maine3railers.org)

**YouTube Channel Master:**

Carlton Spring,  
[youtubechannelmaster@maine3railers.org](mailto:youtubechannelmaster@maine3railers.org)

**Newsletter Editor:**

Art Shean

*The IRS recognizes the Maine 3-Railers as a 501(c)(3) charitable organization.  
1 Wren Drive, Topsham, ME 04086*