



MAINE 3 RAILERS

M3R CLUB NEWSLETTER FOR SEPTEMBER 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

September is here and that means it's Cumberland County Fair time. This year there have been some changes to where we will be running trains along with the setup schedule. The Executive Board will be discussing these changes at their meeting on Monday night, September 9th and they will be on the agenda for the general membership meeting on Thursday, September 12th. Please be sure to attend the Zoom meeting if you plan on participating at the Fair.

Last month I wrote about the decline in value of Lionel postwar trains. I reported the low price of the #2550 Baltimore and Ohio Budd dummy on eBay, but not all items have taken a value hit. I was on eBay a couple weeks ago and saw the extremely rare Lionel #111-50 trestle set. This is the trestle set that came with the father and son set in the 1960 Lionel catalog. This is the set that has matching O and HO gauge trains. This set came with special footings to be installed under the #111 trestle bents to give the HO train clearance height. It also includes special braces on these trestles to hold the HO track in place to give the HO train width clearance while it ran under the O gauge train running on Super O track above it. The set sold for \$110.00 in 1960. A lot of money for a toy but a lot of trains for the money by today's standards. As of my writing this message, Trainz.com in Buford, Georgia is selling this trestle set for nearly \$6000.00. There you go! If you have some loose change kicking around.

Lionel 111-50 Vintage O 2555W Father & Son Trestle Set - EXTREMELY RARE! MT/Box



\$5,939.99

Reg Price: ~~\$5,999.99~~



ADD TO CART

♥ Add To Wish List

● IN STOCK : Ships in 1 Business Day!

Description Shipping Return Policy

Here is an EXTREMELY RARE Lionel 111-50 Vintage O Father & Son Trestle Set. This includes 20 110A trestles, 40 trestle risers, (2) 111-9 Unopened parts packets, (1) 1116-16 unopened parts packet, (1) 1 unopened packet of trestle screws, (1) 111-20 supplementary instructions, 111-18 father and son instruction sheet

CALLING ALL TRAIN COLLECTORS!

This item is in MINT condition. This is the hardest Lionel accessory to find and this one is complete. The highly prized trestle set is unique because it is missing the tie-bar across the base. This allowed for sections of HO track to be placed directly beneath the elevated Super O track. The complete set of trestle piers are undamaged and show no sign of use. The vibrant orange box is a beauty and barely creased. The box has one tiny hole on one end. Don't sleep on this one! Check the photos for a detailed look at this item. Overall condition is Mint.

Condition: Mint (C-10)
Operational Status: Not Applicable
Original Box: Yes (P-8)

Manufacturer: Lionel
Model Number: 111-50
Road Name: **** No Road Name

Scale/Era: O Postwar
Model Type: Accessories



One New Member and One Former Member Joined in August



Frank Folker of Lewiston, ME

Lloyd Neal of Old Orchard Beach, ME



A hardy Here! Here! And welcome aboard for Frank and Lloyd!

UPDATES



M3R YouTube Channel Update by Channel Master Carlton Spring

August was a quiet month for the Portable Outreach Team with no events held. Our next event is M3R's participation at the Cumberland County Fair.

If you haven't recently visited our YouTube channel, check out the recent videos posted. The direct link is posted below for your convenience.

M3R's YouTube Channel: https://www.youtube.com/channel/UCWXugl3YB8L9yEXhEgFKD_g

The production of the 2024 Cumberland County Fair video should be completed in time for the October newsletter.

STAY TUNED!



M3R Activity Committee by Chairperson Bernie Pender

No Report Submitted

For more information on future activities, type [Groups.io/g/M3R](https://groups.io/g/M3R) into your browser, sign in, and check out the Club's Calendar section.



Club Car Committee by Richard Ridolfo

No Report Submitted





From the Editor by Art Shean

We met our September 1st deadline to notify the Cumberland County Fair organizers that we are prepared to participate in this year's Fair.

However, there will be some new challenges to surmount!

What is old is now new again! In the beginning we began our appearance at the Fair under the racetrack grandstand. It was exposed, cold, and power was hard to find. We also had to work around many posts which blocked a clean view of the layout. But the kids and adults still liked the show.



In subsequent years, we moved to the Entertainment Building near the main office entrance gate and across from the racetrack grandstand. Spacious, indoors, without competing attractions, and no posts.



Here's an overhead shot of the layout.
Multi-level, 16'x24', with four trains running.



In recent years we moved to the Horticulture/Agriculture Building. More centrally located but theme limiting to having a farm on the table. We also shared the space with multiple other groups which varied from year to year.



M3R Layout, 2023 Cumberland County Fair



Ghosts of the Past and Present, Watching Us Perform Our Duty

This year we will move back to the Entertainment Building. And yes, we will have the building all to ourselves, but we can't move in until after the Rabbit Show on Sunday. We will run trains from 9am-9pm daily starting Monday, September 23rd until 9pm Saturday, September 28th. Setup will start at 5pm Sunday evening with pack up starting at 8am Sunday, September 29th. Operating shifts run from 9am-3pm and 3pm-9pm with two members on each shift for a total of 24 slots.

2024 Cumberland County Fair Staffing Roster

Sun 9/22, Unload, Set Up Layout	Shift Hours	Mon 9/23	Tue 9/24	Wed 9/25	Thu 9/26	Fri 9/27	Sat 9/28	Sun 9/29, Pack Up, Load
5pm Start	9AM- 3PM	5-Jeff Jacobs, Gerry Gotreau	9-Ron Brown, Doug Pollock	13-Jan Williams	17- Doug Pollock	21-John Ash	25-Gene Thayer	8am Start
Setup, Shift Zero	9AM- 3PM	6-Richard Ridolfo	10-Jan Williams, Ken Thorson	14-Jack Dexter	18- Ken Thorson	22-Jack Dexter	26 Open	Pack Up, Shift 99
J. Ash (5-6:30pm), A Shean, S. Carr, Gene Thayer	3PM- 9PM	7-Jim Kennie	11-Carlton Spring	15-Sam Carr	19-Art Shean	23- Stephen Tranni	27-Carlton Spring	A.Shean, ,S, Carr, J. Kennie J. Jacobs(?)
Jim Kennie, Carlton Spring. Jeff Jacobs	3PM- 9PM	8-Tom Hartwell	12-Art Shean	16-Tom Hartwell	20-Carlton Spring	24-Tom Hartwell	28-Sam Carr	T, Hartwell, C. Spring, D. Pollock(?), K. Thorson(?)

Setup will be a significant challenge. The Rabbit Show starts at 9am Sunday morning with an expected end near 5pm. It is important that we be ready to run trains on Monday morning by 9am because Monday is the day many schools visit by the bus load. And the Entertainment Building is located next to the entrance so we will most likely be one of their first stops.

Photography by Tom Hartwell and Art Shean

EVENT REPORTS - No Reports Submitted

Saturday Afternoon, August 17th, eight stalwart M3R members visited Joe and Irene Landry to view their elaborate model train layout. As always, Joe's layout was spectacular and those absent missed a great opportunity to experience the zenith of what an in-home model train display can become.

As a side note, those not attending also missed the opportunity to receive their new L.L. Bean box cars. Peter Hanson brought an ample supply anticipating many would attend. Thanks to Jeff Jacobs for sending the below photo of those attending and an extra-large thank you to Joe and Irene for hosting the event.



From Left to Right: Dave Smith, Peter Hanson, Jeff Jacobs, Ernie Vannah, Frank Folker, Doug Pollock, Joe Landry, and Vic Fuller



The View from Doug's Chair by Doug Pollock

Hi everyone,

Lately I am forgetting more than I am remembering, but some of us had a fantastic time at Joe & Irene's home. It was a great time! If you want to see something train related, then Joe's is the place to go. Besides model trains, Joe also has a great selection of planes, cars, and trucks as well as one or two other interesting items. GREAT TIME!!

I also had a chance to go to a yard sale that had some great train books:

1. L & N Passenger Trains
2. A Locomotive Engineers Album
3. Americas Last Steam Railroad / Steam, Steel, & Stars by Link (great night shots)
4. Another Last Steam Railroad in America (no night shots)

Well, we have some great events coming up so be ready for the teletype information to come in dots and dashes. Just kidding!

B Safe Doug

MODEL RAILROADING



More Covered Hoppers by Jan Williams

I missed the M3R Roundhouse Session featuring covered hoppers. I was traveling, had things to say, but enjoyed the replay. Guess I'll say it here...

One of my "side hobbies" is collecting freight cars labeled for companies who were consulting clients. Here are three of my favorites:

Just before COVID, I conducted a project with ALCAN (Aluminum of Canada) based in Montreal. The first two pictures are of a hopper in their livery. Like most Canadian equipment it is bi-lingual, but this one is emphatically bi-lingual! The decoration is by Christine Braden, my go-to artist, based in Pittsburgh; based on numerous photos of the prototype.



I was fortunate to experience a couple of interesting projects with the Dupont Corporation. The next picture is of my Dupont covered hopper.



Finally, I spent several years consulting with several divisions of the Union Carbide corporation. The next two pictures show two of my Carbide cars. These two cars, emblazoned with the Carbide logo, lead to an interesting story...



Within the chemical industry, Dupont and Carbide are known for building 'gold plated' chemical plants; that is, spending money to make the plants safe and efficient. Dupont is probably the world leader in industrial safety, and Carbide was right there with them.

The event in Bhopal, India changed everything for Carbide. A Carbide plant had a release of Phosgene gas, killing hundreds. A careful investigation clearly indicated there was sabotage in the plant, but that was long after the headlines.

The last picture is my relatively modern Carbide tank car. The car is painted Carbide blue, but no logo... In the tiniest letters on the lower right, hardly readable, it says "leased to the Union Carbide Corp".



I'll add two footnotes to my story...

On the second Carbide hopper is a placard warning against adding water to the car carrying calcium carbide. There is a class of chemicals carried on the rails that react violently to water. They react quickly to produce poisonous gas, heat or both - and sometimes a byproduct is water. Then the car explodes! You can imagine the rail industry is very careful transporting these cars. I once asked an industry insider how much water could blow up a tank car. Her answer was "not sure, but I wouldn't stand on top and add a glass of water"...

Years after, I was in a plant run by a major chemical company in Staten Island, New York. You could see the NY skyline from the parking lot. I got chatting with my work about plant safety, and the topic of Phosgene came up. His reaction was: "it's not dangerous if you follow your basic process protocols - we phosgenise every day in the building next door".

Five techniques for modeling mountains by Cody Grivno

Article Extracted from the Internet and reformatted



Bill Zuback photo provided by Trains.com

The N scale Canadian Canyons layout measures just 5'-7" x 8'-0", but mountain scenery makes it feel much larger. Senior Editor Cody Grivno shares five techniques for modeling mountains that will make your scenery to new heights.

Mountains have long been a popular scenic feature on model railroads. Sometimes they're incorporated to accurately re-create a prototype location. Other times they're used to help conceal a tunnel, helix, or turnback curve. Regardless of their purpose, there is no denying mountains are dramatic and add visual interest to a model railroad.

All the methods shown here have been tested on operating layouts. To learn more about modeling rock formations, read Contributing Editor Tony Koester's article "Rocks aren't hard" in the [September 2004 issue](#) of *Model Railroader*.

You'll also want to check out the *Classic Trains* special issue [Mountain Railroading: The Epic Struggle Against Gravity in the Age of Steam and Early Diesel](#). The 124-page magazine includes stories about Horseshoe Curve, Cajon Pass, Donner Pass, Saluda Grade, and more.

A tried-and-true approach



Bill Zuback photo provided by Trains.com

Model Railroader Editor Eric White built the mountain side on our HO scale Eagle Mountain layout by covering a cardboard web with plaster-impregnated gauze strips. He applied two layers of gauze before adding plaster rock castings, Sculptamold, and other scenery materials.

Eric first cut ½"- to ¾"-wide strips from a sheet of corrugated cardboard. Then he weaved them into a web, using hot glue and staples to secure the cardboard at the joints and to the layout.

Once the web was finished, he applied two layers of plaster-impregnated gauze to the cardboard, slightly overlapping the pieces. Some modelers prefer using paper towels or newspaper soaked in Hydrocal instead of gauze. Both techniques work equally well.

In the [May 2016 issue](#), Eric explained how he made plaster rocks in rubber molds, blended the castings into the gauze-covered mountainside with Sculptamold, and painted the rocks with [Woodland Scenics Earth Colors](#).

Variations on a theme

Doug Tagsold turned to a variation of the plaster gauze and cardboard web method when adding a snowy mountain scene to his Colorado & Southern layout. He shaped the area, which measures 25 feet long by 2 feet deep, using white expanded-bead foam board, aluminum window screen, scrap pieces of extruded-foam insulation board, and plaster-impregnated gauze strips.



Doug Tagsold photo provided by Trains.com

After the plaster had cured, Doug used a marker to indicate where he'd place the rock outcroppings. Then he applied an equal-parts mix of plaster of Paris, play sand, and water to those locations. Doug used an artist's knife to cut strata detail into the "green" material.

Doug applied texture paint to the areas without outcroppings. The paint/plaster mix filled in the small voids in the gauze. He used a chip brush to apply diluted brown latex paint, mixed 1:2 with water, to the outcroppings. He followed that with an India ink wash.

To learn more about how Doug scenicked the area, read the [February 2021 issue](#) of MR.

Following the prototype's lead



Model Railroader photo provided by Trains.com

When the *Model Railroader* and Trains.com Video teams built the N scale Canadian Canyons project layout, they had to think outside the box when working on the mountains. To re-create what they saw in prototype images of British Columbia's Fraser and Thompson River canyons, the crew put the extruded-foam insulation board on edge. They supplemented the foam with Woodland Scenics Profile Boards (ridges facing out); the same company's Shaper Sheets; and plaster, Sculptamold, and spackle.

Various techniques were used to model the rocks. Some were made using Sculptamold applied with [Woodland Scenics plaster brushes](#). Others were cut into the foam with a serrated steak knife and overcoated with the same Sculptamold and brush technique. At Kamloops Lake, the crew used foam rocks from Mountains in Minutes and rubber rocks from Cripplebush Valley Models. To learn more about the mountains on Canadian Canyons, read the [March 2019 issue](#) of MR and check out the [video series](#) on Trains.com.

Wedding cake method



Jim Kelly photo provided by Trains.com

When extruded-foam insulation board is stacked in layers to build mountains, it's referred to as the wedding cake method. Why? Because the stacked foam looks like a layered wedding cake. Retired *Model Railroader* Managing Editor Jim Kelly used this method when adding a small mountain behind Turtle Creek Mine No. 1 on the HO scale Turtle Creek Branch, featured in the [January 2005 issue](#) of MR. He stacked layers of 2"-thick extruded-foam insulation board, securing the pieces with PL300 construction adhesive. The acrylic product is designed for use with foamboard. Solvent-based adhesives will dissolve the foam.

Jim then carved the foam with a 10" cake knife. Don't use your family's good cutlery for this. Instead, get a knife at a big-box retailer, grocery store, or craft shop that you'll use exclusively for model railroad scenery. You can also cut and shape foam with a hot wire cutter or rasp. Regardless of the tool, wear personal protective equipment and work in a well-ventilated area when cutting extruded-foam insulation board.

After carving the foam, Jim used a putty knife to apply Sculptamold to fill in gaps between the layers of foam and between the foam and tempered hardboard fascia. He later covered the foam with poly fiber and plaster and foam rocks.



Bruce Petty photo provided by Trains.com

Painted Wall

We'll wrap up our look at five techniques for modeling mountains by shifting our focus from the foreground to the background. In the [January 2008 issue](#) of MR, Bruce Petty demonstrated his easy-to-follow techniques for painting distant mountains on the backdrop of his HO scale layout. The inspiration for Bruce's mountains came from pre-1950s artwork found on labels attached to orange and lemon crates. After purchasing flat latex paint from a local hardware store, Bruce painted the backdrop directly on the walls of his layout room. He started with the sky, added the mountains, then blended the backdrop and foreground scenery.



A Few Side Notes from Jan by Jan Williams

Using Photos to Improve Scenery

I often use photographs to evaluate scenes on my railroad. When viewing scenes in person, our brains often gloss over details, and even fill in gaps in the scenery. When I view photos the gaps and mistakes jump off the screen. Here are three examples:

1. At first glance I felt like joining the outdoor diners for a pleasant time in the lee of a Bud railcar, overseeing the harbor. But wait... I never did add the lettering to that Coke sign. And I need to take the slack out of the chain holding up the shutter on the snack bar.



2. Over in the English formal garden, I'm still OK with the guys building a maze... but I really should blend the plywood base into the ground!



3. Here's the hill behind my Portland harbor. That road should have a guard rail, it's amazing no one has tumbled down the hill!



Memories of Transitioning to Scale Sized Trains

I re-entered the three-rail train hobby in the mid-1990s. It was an exciting time; Mike Wolf was revolutionizing the hobby with MTH, Maury Kline was stirring things up with K Line. Both gentlemen attended the York TCA show every year and were accessible to all for conversations about trains.

Two trends emerged that changed everything... One was electronic train control: TMCC with Lionel and then DCS with MTH - a massive topic for another time. The second trend was the move to scale length models.

In the 90s an O Gauge Lionel passenger car measured 15 inches; my brother's 027 cars measure about 10 ½ inches. Window decoration consisted of opaque plastic strips with shadow figures of passengers. K Line introduced passenger cars that changed all that - fabricated brass models, beautifully decorated, with clear windows and modeled interiors. The cars were available in 15 and 18-inch versions.

The first pictures illustrate three of the K Line offerings: the PRR Broadway Limited in 15-inch, the PRR Fleet of Modernism livery in 15-inch, and the Golden State in 18-inch. Beautiful models, but short by today's standards. I suspect K Line understated the vibrancy of the Raymond Lowey color scheme on the Fleet of Modernism livery: there aren't many good color photos from the 1930s, but from those pics I've seen the Pennsy cars of that era must have been spectacular.

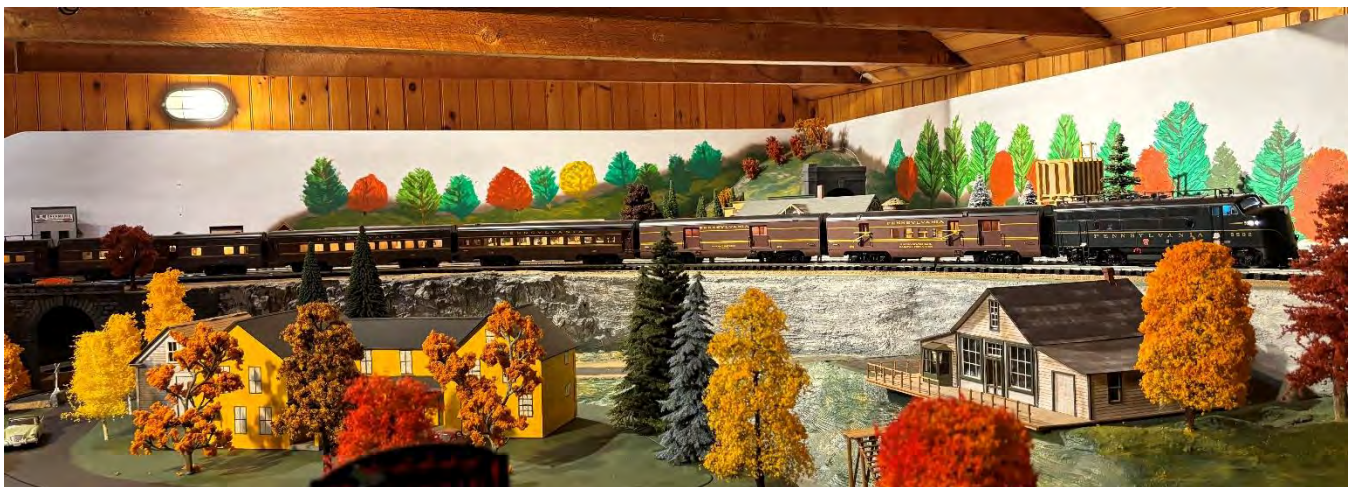


In the 1990s the model manufacturers began to stretch things out. Mort Mann at 3rd Rail started importing mass market brass locomotives that were scale length; some were pretty big. Their PRR S-1 measures 36 inches. MTH produced a Baldwin Centipede AA diesel that measures 46 inches. Weaver produced a Baldwin BP20 A unit that is 20 inches long.





Despite the preceding, I didn't foresee what happened next. Neither did my friends in the hobby... By the early 2000s 20-inch passenger cars were the norm for anyone with the space for gentle curves. I designed my pike in the 90s and planned wide curves to accommodate my locomotives - the main lines are 128 and 095. But then I designed my Central Station for 6-foot trains! Today, I run 10- or 12-foot trains... but only one at a time in my five-track central terminal.



Today my vintage K Line trains are mostly shelf queens, but I do run them for fun on occasion. Not only are they nostalgic, but they are very attractive if not mixed with scale length equipment!





Pine Tree Power 11 – Alco RS 1, 2, & 3 Locomotives

by Jeff Jacobs

This month in Pine Tree Power we tackle another diesel topic – the Alco RS 1, 2, & 3 locomotives.

The design concept of the RS1 was “road switcher” - a Rock Island idea that quickly became popular as most railroads had main line AND branch line tracks to serve. Hence a locomotive was needed that could perform yard switching and be called upon to haul freight consists out on the “road”.

The raised central cab gave visibility in both directions for an engineer working in the yard. Yet 1000 HP would permit hauling modest freight trains on the mainline. The longer “nose” of the engine is considered the front, but the unit operates equally well in either direction of travel.

The 4-axle loco was powered by a 6-cylinder turbo diesel produced by Alco/ MacIntosh & Seymour. It had a whopping displacement of 1595 cubic inches/cylinder and could reach speeds of 60 mph. Production of the RS1 started in 1941 but the first 13 units were grabbed by the government for war use. In all, 469 units were made over 19 years making it the longest production run of a single model.

Following the conclusion of WW II, Alco wanted to stay competitive with others and introduced the RS2 with rounder corners and a more powerful 244B V12 engine producing 1500 hp. Six more smaller turbo charged cylinders turning at 1000 rpm gave the added horsepower. Alas this was not a reliable engine and, in the spring of 1950, gave way to the 1600 hp model 251 V12 found in the RS3. About 1418 of this variant were built.

The Maine Central owned the following six RS Alco locomotives:

#552 RS2, #553 RS2, #554 RS2, #555 RS2, #556 RS3, and #557 R3, in the spring of 1950. Below, Dave Larrabee captured 554 at Bangor in 1974. It was the only unit painted in this scheme.



RRPictureArchives.NET Image Contributed by David Larrabee

Dave Larrabee also shot this photo of 557 at Bangor in 1972.



RRPictureArchives.NET Image Contributed by David Larrabee

And this one as well.



RRPictureArchives.NET Image Contributed by David Larrabee

While six was not an extensive compliment, the RS engines were seen everywhere on the MEC lines and were easily recognizable with their art deco styling. They had a lot of service years, yielding to the GEEPS in later times. In another article we will cover the Alco RS11 which also came to the MEC in later years.

Turning to O scale models in local RR heralds, we find the following:

Railking 30-21164-1



Railking 30-20716-1 with PS3 electronics and the “unusual” paint job



Lionel 6-21600 with TMCC control



No doubt, there are other O scale models in Maine liveries plus any custom painted examples. Because the Alco RS “Road Switchers” were so plentiful and maintainable, you will find them still in service on short line RRs and tourist routes. If you model the popular “transition era” (from steam to diesel) you will want an Alco RS in your stable.

- The End -



Railroading At The 2024 Cumberland County Fair

September 22nd Through September 28th 2024

Fair Hours- Most Buildings Open At 9AM To 9PM

197 Blanchard Road, Cumberland Maine 04021

For More Information Please Visit <http://cumberlandfair.com>



Maine 3 Railers In Entertainment Building

Operating Model Railroad Display with a Farm and Village. See Thomas the Tank Engine. Kids can operate trains.



470 RR Club

470 Railroad Club

Shovel coal into a Steam Locomotive. Ride on the full-size Handcar. See the overhead Model Railroad. Railroad history and safety.



Maine 3 Railers Upcoming Schedule of Events

Maine 3 Railers Events

- Sep 23-28 **Cumberland County Fair**, Agriculture Building, 197 Blanchard Rd., Cumberland, ME 04021. Running trains from 9am-9pm daily. Set up at 5pm Sunday Sep 22 and move out at 8am Sunday Sep 29. (Trailer Event)
- Oct 12 **Great Falls MRC Fall Train Show**, Kora Shrine Center, 11 Sabattus St., Lewiston, ME 04240. Trains run from 10am-3pm. Setup to be scheduled. M3R has 26'x16' space. (Outreach Team)
- Oct 18-19 **Baxter Library Fall Book Sale** in the Shaw Gym, 75 South St. Gorham, ME 04038 with set up on Thursday Oct 17 from 2-5pm and trains running from 9am-6pm on Friday and 9am-1pm on Saturday. (Outreach Team)
- Nov 09 **Southern Maine Model Railroad Club Fall Show**, Westbrook Community Center, 426 Bridge St, Westbrook. Setup at 4:30pm on Friday 11/8 and trains running Saturday from 9am-2pm. (Outreach Team)
- Feb 15 2025 **Annual Maine 3 Railers Model Train and Dollhouse Show**, Augusta 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):

- Sep 26 Roundhouse Session, Topic: To Be Announced, Host: Paul Brown & Art Shean

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, 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

Vice President, 2023-2024



Bernie Pender,
vp@maine3railers.org

Secretary, 2023-2024



Dana Lindsey,
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Treasurer, 2023-2024



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Rick Hills,
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At Large, 2023-2024



Sam Carr,
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At Large, 2023-2024



Art Shean,
art@maine3railers.org

Recent Past President: 2023-2024



Richard Ridolfo,
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

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

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

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Newsletter Editor:

Art Shean

*The IRS recognizes the Maine 3-Railers as a 501(c)(3) charitable organization.
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