



MAINE 3 RAILERS

M3R CLUB NEWSLETTER FOR APRIL 2025

OUR NEXT MEETING IS THURSDAY, April 10, 2025, at 7:00PM on Zoom. Watch for the email from Dana Lindsey with the link to join.

CLUB HEADLINE NEWS

- Club Members with Unpaid Dues to be Removed from Member Rosters
- Club Facing Heavy Schedule in April and Early May
- 2025 M3R Club Car Announced



President's Message by Bernie Pender

Spring is finally here, bringing warmer days, blooming flowers, and new energy to our layouts and collections! As we step into April, it's the perfect time to refresh our displays, fine-tune our engines, and welcome new members into our Club.

As always, I encourage everyone to stay engaged, ask questions, and share your latest projects. If you've been working on something new, bring it to the next Zoom meeting or post about it in our io.group! Let's keep the Club alive and running strong. Get involved!

Visit the Club's Web site for special prices on surplus Club Cars! Check out the member owned businesses.

Happy Railroading! I will see you around the bend! **Bernie**

UPDATES



From the Treasurer by Rick Hills

2025 Club dues were due by March 31st. 123 of 142 members paid their dues within the prescribed time frame. Club members who are not current with their dues will lose all M3R privileges as of March 31, 2025.

Single Membership \$20

Family \$25

Youth Member \$5

Members with unpaid dues can be reinstated by sending their check to our new Club address:

Maine 3 Railers
Post Office Box 31
Amherst, NH 03031



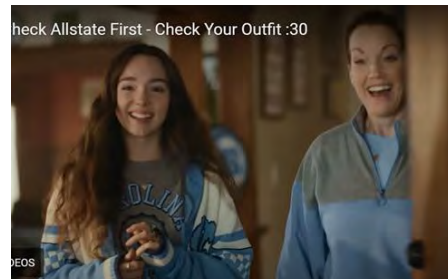
From the Editor **by Art Shean**

Welcome/Not Welcome: Check Before You Go!

NCAA March Madness continues with college basketball games one after another, four days a week. And with them the never-ending string of television commercials advertising everything under the sun. Occasionally one hits home with a message worth remembering.

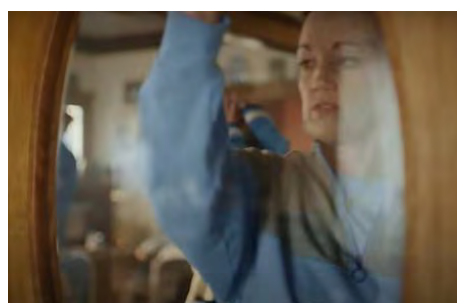
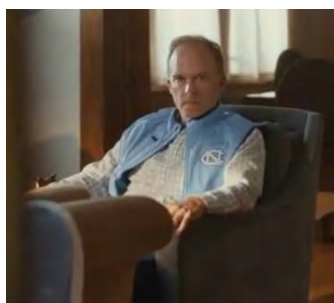


One such ad starts with a smiling young man decked out in his Duke sweatshirt at the door of his new girlfriend. He is greeted at the door by his girlfriend and her mom. The mom's face soon changes from a



smile to a grimace as she sees how he is dressed.

Turns out that the girlfriend's family are diehard North Carolina Tar Heels - arch enemies of the Duke Blue Devils. Sort of like Hatfields and McCoys only with embroidered signs on their chests. Clearly, he was not welcome and was quickly shown the door from the outside.



So, what's my point? I, and I'm sure you, don't want to go where you are not welcome. Better to avoid any embarrassment by checking before you go.

Fortunately, most Club mobile outreach events are open to the public and members, their families, friends, and anyone else you can take along are welcome. However, some events such as those at senior living facilities and veterans' homes are limited to residents, facility staff, and their families. Club member participation should be limited to those helping to set up, operate, or dismantle our display. Some Activities/Training Committee events will be open to members and their families. Starting with this newsletter and in the future, we will annotate each event in our Upcoming Schedule of Events as **(public)**, **(private)**, or **(members & families)** so that you will know before you go.

Other events such as "Zoom" meetings require a link to join. The links are emailed to intended participants as an invitation to join. These events will be labeled as **(By Invitation)**. Every member should receive an invitation for monthly Club meetings and M3R roundhouse sessions.

Another exception may be Activity/Training Committee events with limited equipment or space available. These will be labeled **(By Reservation)**. Lastly, when a member opens their layout for an open house, the host may request visitors inform them in advance if they are coming so that they can have sufficient parking, seating, and/or refreshments available. These will be labeled as **(RSVP)**.

Check our current Schedule of Upcoming Events, fourth page from the back of this newsletter.



M3R Activities/Training Committee by Chair Rick Hills

Members: Mark David, Dave Hodgkiss, Brian Inch, & Jeff Jacobs

There are many potential opportunities for our club to get together now that the weather is improving. Opportunities might include training and learning workshops, layout tours, a summer potluck barbecue, trips to visit other clubs, guest speakers at monthly meetings, etc. The list goes on and on.

Our first Zoom committee meeting was held on April 1st with focus on Spring and Summer planning. Action- It's now your opportunity as club members to provide input as to the activities you would like to see and most of all, to volunteer your time and knowledge to make our club activities a success. Committee members will be calling you over the next couple of weeks to get your input and enlist your help.



Club Property Update By Property Manager Dave Hodgkiss

Happy Spring to all. At the distribution of this newsletter, we hope to have completed an inventory on April 2nd at the storage facility. Jeff Jacobs and Bernie Pender volunteered to help. Perhaps we could identify some new White Elephant Candidates. We will finally have

an accounting of every piece of electronics, building, engine, car, and building in the Club locker. We hope to place inventory tags on each of these items as well. Anyone wishing to donate to future White Elephant Items please feel free to contact me. If you have checked the Club's website at <https://maine3rainers.org/club-cars>, you know that we are having a sale on club cars. First come first serve as quantities allow.

I hope all is well with you and yours. I hope to see you all at the next zoom meeting.



M3R YouTube Channel Update by Channel Master Carlton Spring

March was very quiet for the Mobile Outreach Team with no events, therefore, no Engineer 29 productions uploaded to our YouTube Channel. If you haven't visited our YouTube Channel, why not check it out. The direct link is below for your convenience.

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

When connected you will be on the "**Home**" page where you'll see the last few video productions. To see just how busy your club has been, click on "**Videos**", then check out an old event or two; take one venue and see the different layouts that we set up over a period of time; or a recent video that you missed.

April will more than make up for our quiet March with 4 events on the calendar!!! Please come and help set up, run trains, or take down and pack up the layout. Remember, you don't have to stay the whole day. Any and all help is greatly appreciated. **COME JOIN IN THE FUN!!!**

April Schedule:

April 11, 2025	Set up layout at the SMMRC Spring Show @ the Westbrook Community Center. Start at 4:30 p.
April 12, 2025	SMMRC Show at the Westbrook Community Center. Run Trains 9a - 2p, then take down and pack up.
April 22, 2025	Thomas Memorial Library, Cape Elizabeth. Set up 8a. Run Trains 10a - 3p, then take down and pack up.
April 25, 2025	Big Trucks, 10a - noon, and Big Trains 10a - 2p at Topsham Public Library. Set up Thursday evening from 4-8p
April 26, 2025	Great Falls Spring Train Show at the Mt Ararat H.S. 10a - 3p. Set up time to be announced.



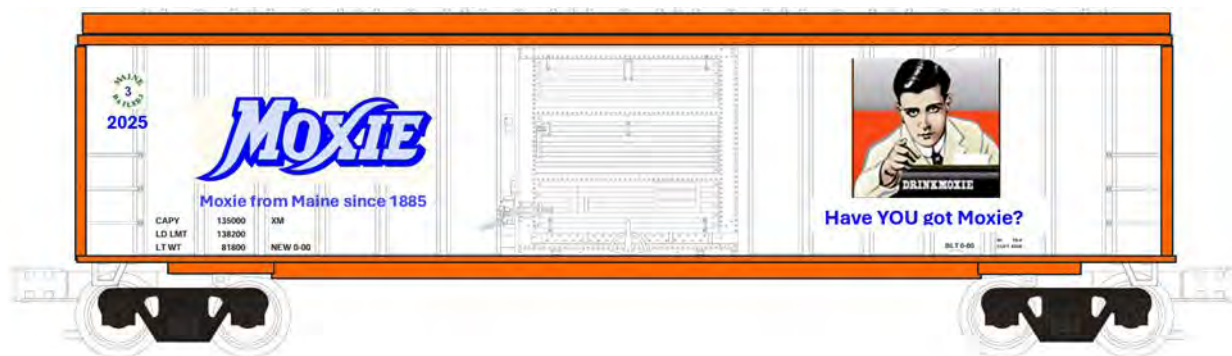
Club Car News by Jeff Jacobs and Chair Richard Ridolfo

The Club Car Committee met last week to discuss a 2025 car and future cars. It was decided that we would produce a revised Moxie car. Coke approved our use of their brand name, but we must secure enough orders from Club

members to justify an order.

The price for members will be \$56.00, members who wish to order the car should complete the order form and send it with your check to Maine 3 Railers, PO Box 31, Amherst, NH 03031. Checks will not be cashed until the order is finalized.

While this procedure differs from past cars, we have taken these steps to ensure that the club is not in the position of stocking inventory.



Order Form on the next to the last page of this Newsletter



2025 Model Train and Dollhouse Show Committee by Co-Chairs Jeff Jacobs & Gene Thayer

The Committee met March 18th to review the past show performance and begin planning for our next show. Attending: Paul Brown, Sam Carr, Dave Hodgkiss, Jeff Jacobs, Dana Lindsey, Bernie Pender, Doug Pollock, and Gene Thayer.

Those present went through the task assignments for the 2026 show – most slots are filled except: vendor unloading / reloading and set-up / take-down of tables. Possibly Craig Locke might do that last one.

Other topics discussed:

Cash at the gate has no need for \$1 bills, also admission for 2026 should remain at \$5.

When will we know if the Armory rates will remain the same as the past years? Gene will check in with Dan Nadeau later this year so that if there is a change, we can respond with a hike in table rental rates.

Improvements to White Elephant (WE) tables for 2026: Add an overhead sign; Policy on how much space each member may use on WE table – if a lot of space is needed, member should rent a separate table; keep number of WE tables at 4; no one but WE volunteers should be inside the WE table perimeter; review increasing the rate the club gets for selling WE items belonging to members; WE volunteers will turn over cash box contents only to Rick Hills and his appointees; cash and box cover should be kept closed and out of sight; and Club merchandise table will remain at the center of “the square”.

We should try to collect and deposit some of the cash before the bank closes at noon.

Sam reported on publicity he has done or will be doing. Richard to contact Sam when the table application form is done.

Open Questions:

How can we control show guests from helping themselves to extra tables and/or chairs?

How to secure unused entry doors without violating fire rules - Signs? Plastic chains?

John Harper's memo on increasing attendance at train events – should we look for show sponsors?

How do we get table renters to get their payments to us on time? Should we have penalties?

Should there be discounts on table rentals for members? Discounts on multiple table rentals?

Unless something significant comes up, the next meeting will be in late summer.



The Maine 3 Railers have Club Cars, Clothing, and Collectables Available for Purchase by Dave Hodgkiss

Club Cars: Here is a summary of the cars which the Maine 3 Railers club currently have for sale. See our Club web page for special pricing offers:

First, is the summer car from our "Seasons in Maine" series. The attractive light blue cylindrical hopper shows activity in Portland Harbor as well as the blue & gold BAR RR herald. The car is an MTH Railing model and is available in two road numbers.



Second, we have the 2023 offering which is an MTH Premier product. This car is a high quality flat with M3R printed on it and a Hannaford trailer riding atop it. There are 2 road numbers available. This car is a very versatile item which could also transport vehicles, bulky objects or boats (as in lobster). The quality and usefulness of this club car makes it worth purchasing.



Last, we come to the 2018 CIANBRO cars. These also are available in multiple road numbers and two colors. Again, they are quality Premier cars from MTH and have lots of practical alternative applications. I had one repainted in green and loaded it with Christmas packages for the 2024 LL Bean display. It brought many compliments. Further each car contains a bridge girder which is easily removed via 4 screws. You will find the metal girders to be substantial and a pair of them would make a quality bridge on your layout. On some cars the girder is labeled "Maine Central" while on the others we find "Bangor & Aroostook". Pick up a couple of matching cars and get creative with a rugged bridge and two useful gondolas which can carry any load.



In the Clothing Department:

Here are the current M3R clothing items for sale along with the newest pricing for them:

Polo shirts -short sleeve - \$25 to size XL, \$30 for larger (dark blue)



Denim shirts- Long Sleeve Blue- \$35 to size L, \$38 for XL, size XXL and XXXL \$43, Hats, with or without '25 years' - \$15

Collectables:

We also have the wonderful Peter Hsu created sketches of the MEC 470 steam locomotive.

These are unframed and are only \$20. Each print is numbered and M3R had the exclusive sales rights to them. If you are new to M3R, you may not have one of these collectables. (see a back issue of the club newsletter for an article about this iconic locomotive)

EVENT REPORTS

Feast or Famine! HELP NEEDED!!

No Club events this March. 2025 has been an on and off period so far. In January we had no events, then in February we had four events. In March the shelf was bare again but from April 12th to May 3rd we have five events scheduled with three in one week. Phew! We will need oxygen that week to keep going! What we really need is as many hands as possible to set up, operate, and dismantle our layouts. Please review the followed proposed track layouts and plan on participating in one or all near you. Your help will be greatly appreciated!

2025 Southern Maine Model Railroad Club Spring Train Show ^{RO}

Westbrook Community Center

426 Bridge Street, Westbrook, ME 04092

Saturday, April 12, 9am - 2pm w/setup Friday April 11, 4:30pm

9.5' x 14.5' (126.25 SF) (7- 2.5'x6' Tables, 1-2'x4' Table, 2- 24"x30" ICF, 1-12"x24" ICF, 2-24"x48" Raised Platforms, & 1- 2'x4' Control Table)

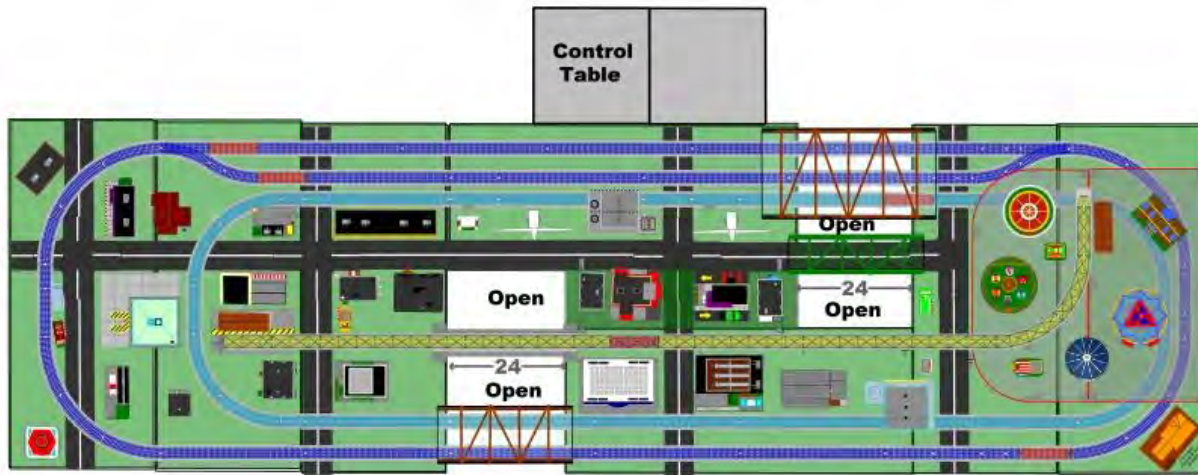


Thomas Memorial Library R0

6 Dyer Road, Cape Elizabeth, ME 04107

April 22, 2025, 10am-3pm w/setup 8-10am

6'x20.5' (123 sq. ft., 7- 2.5'x6' tables, 1-12"x4' GF, & 1- 2'x4' Control Table), 117+ feet of FasTrack, 40.5' of 6" Asphalt Road

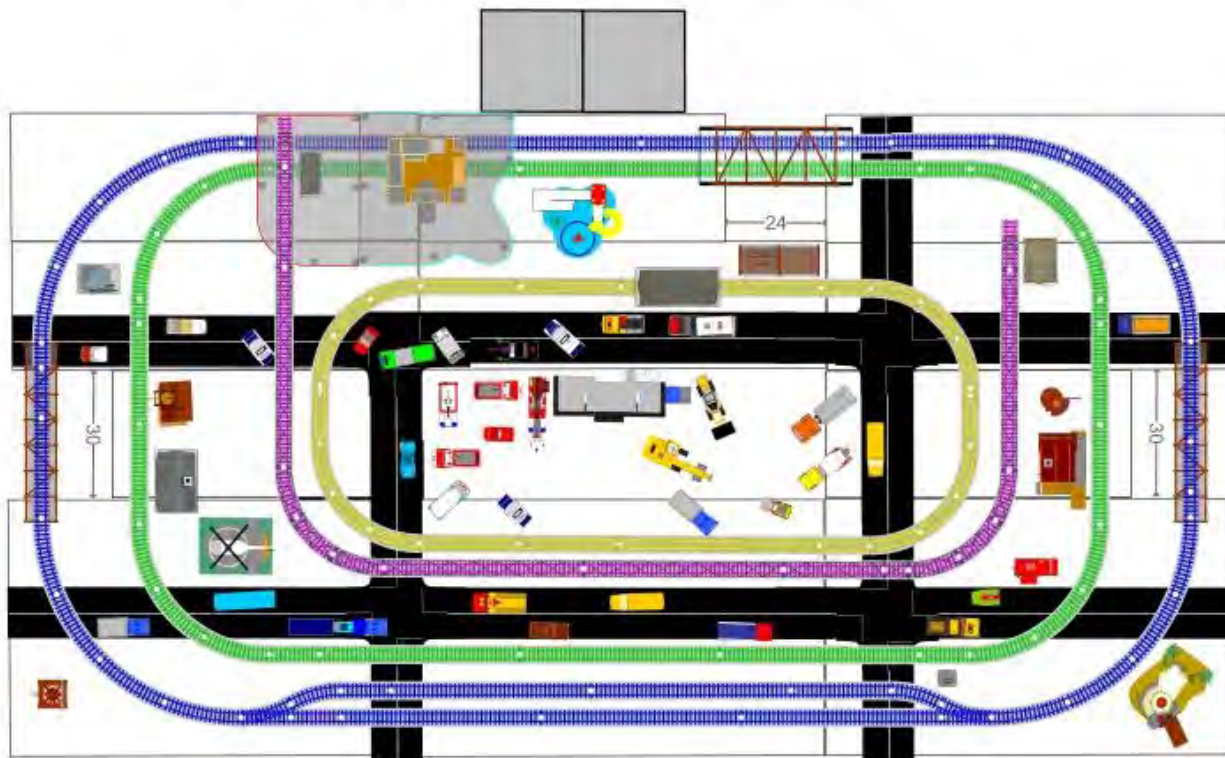


2025 Big Trucks - Big Trains Day

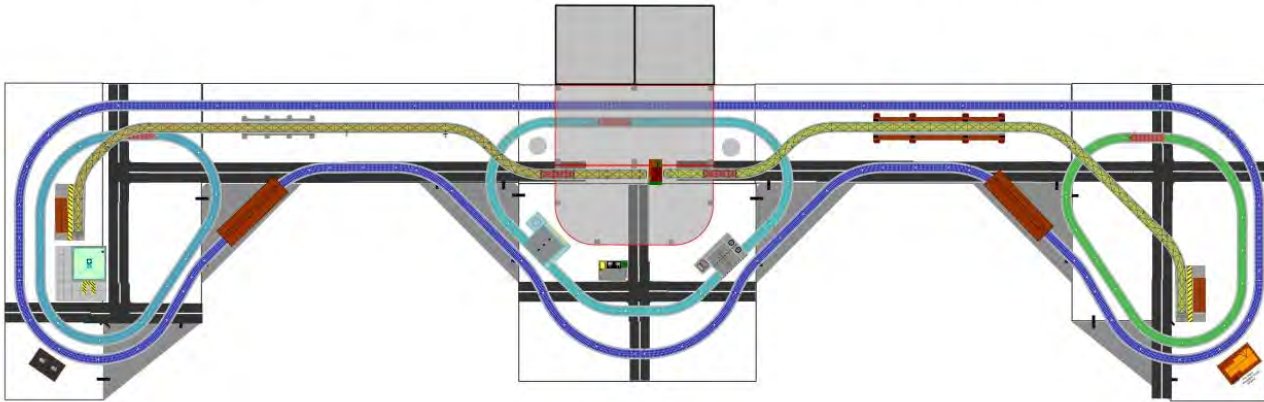
Topsham Public Library, 25 Foreside Road, Topsham, ME 04086

Run Trains April 25, 2025, 10:00 am - 2:00 pm, Setup Thursday, 4-8pm

12.5' x 24' - 290 Sq. Ft. (12 - 2 1/2'x8', 3 - 2 1/2'x6', and 1 - 2'x4' tables)



2025 Spring Great Falls Model Railroad Club Train Show
 Mt Ararat H.S., 68 Eagles Way, Topsham, ME 04086
 April 26, 2025 10am-3pm w/Setup April 25 4-8pm
 8 x 32' (5- 2.5' x 6' Plastic Tables, 4- 2.5' x 8' Plastic Tables, 2- 24"x30" ICF, 4- 30"x30" ICF, & 1-2' x 4' Control Table) 172.5 sq. ft.
 Track Length: 163+ feet Lionel FasTrack, Road Length: 46 feet of 6" Asphalt



The View from Doug's Chair by Doug Pollock

Patchwork Quilts

U must know what they are. Your mom or grandmother probably made them. They were individual pieces or squares 5" x 5" or whatever of different color patches that were made by one person or maybe several. When there were enough pieces, they put them together to make a beautiful picturesque piece of art. They have quilt shows in different areas to show their beauty. They are a sight to behold worth going to see if U ever have the chance.

That reminds me of what we do in our Club. We take a blank canvas of tables and tablecloths, then with a plan put together a model lifelike railroad quilt for all to marvel at and remember the past. It warms everyone's heart. We want to give everyone that comes some memories of the past, love, and hope of good times. The pleasure we see in the young and the young at heart gives US joy also.

IN THE DESERT

He was 14 years old, and this was before cell phones or smart phones. He was shooting a BB gun in the desert. Plinking cans and bottles in triple-digit weather. About a mile away there was a line of old freight cars on a set of tracks. He walked over and shot at them for a bit and eventually climbed into one of the cars. The interior was shaped like a "W" with the center crest only about half the height of the walls and a dead coyote was chillin' at the bottom of one of the bays. He did not realize he screwed up until after jumping in. There was no ladder inside the car, just steep inclines and vertical metal. He spent the next 2 hours repeatedly trying to run up the incline and grab the ledge to no avail.

Sweltering hot and exhausted he kinda resigned himself to face his fate - same as the coyote. He tried again after another hour or so. He FINALLY managed to frantically grab the ledge and climbed out. Lesson Taught, **DON'T SCREW WITH TRAINS!**

Keepin' Things Light:

You know you are old when a pregnant woman on a train gets up to give you her seat.

Until we meet again, B Safe and keep the tracks clean, Doug

Northeast Railroad Happenings - March 2025

By Lucas Leighton, 470 Club

Belfast and Moosehead Lake/Maine Switching Services:

Maine Switching has begun filing documents with the Surface Transportation Board, allowing for its crews to become compliant with FRA and STB regulations for the future operations on the Rockland Branch.

CPKC:

CPKC has been working to cut brush along its Moosehead Subdivision from Boundary (US/Quebec border) and Brownville Junction, as well as on the former Bangor and Aroostook Searsport Branch, now considered part of the Bangor Subdivision. Crews from GBI Right of Ways, CPKC and Davey Tree have been working to trim ditch lines with a Highrail excavator as well as to remove low hanging tree branches, with a specially built Western Star truck, that has a large saw blade at the end of a boom.



CSX:

Ex-Pan Am SD40-2's 3401-3404 which had been sent back from Berkshire and Eastern in February, were shipped out to points unknown the week of 3/10. SD40-2 3400 still resides at the Waterville deadline.

CSX is receiving money from the Maine DOT to rebuild a number of spur tracks and sidings between Mattawamkeag and Portland, which will be used to set out defective cars in need of repairs.

The week of 3/17/2025, ex-Guilford GP40 315 set several brush fires between Winn and Lincoln, ME after losing a seal in the turbocharger. Currently the locomotive is out of service, it is unknown if it will be repaired.

The same week GP40-2 345 and GP40 381 returned from the Berkshire and Eastern where they had been on lease for the last year. 345 was placed back into service the week of 3/27/2025 and is based out of Waterville.

Amtrak Downeaster:

A combined MBTA/Amtrak Office Car Special ran from North Station to Maine on 3/27/2025 with a mix of MBTA and Amtrak equipment. Its unclear why the train was operated, however it gave a unique experience for railfans. The same week, Amtrak withdrew its Horizon car fleet from service due to severe corrosion inside the crash members of the cars.

NBM Railways (Eastern Maine Railway, Maine Northern Railway NB Southern):

Maine Northern has started dropping ties for the upcoming work this summer. Large stacks of tie bundles are located every few miles on both the Houlton, Presque Isle, and Fort Fairfield Subdivisions as part of the work to get speeds back up to 25 MPH.

Work continues on EMR to extend tracks at McAdam, New Brunswick. Crews are currently working on an extension of Track 28, which will see it extended to 10,000 feet long. 100-pound stick rail that was replaced on the main line over the past two summers, has been inspected and pieces in good condition have been reused for the extension. Crews are working to build track currently and once warmer weather arrives, the new west switch will be installed, while track is reconfigured and a switch installed on the east end of the siding. Crews will then dump ballast and surface the entire siding, in addition to installing new ties on the existing section.

NBSR is also working to design a new yard at McAdam that will take the place of the existing yard, built by CP over 100 years ago. The current track arrangement will be completely removed and new yard tracks using heavier rail and switches, will be installed in the next couple of years. Crews will also work to improve drainage and the new tracks will be spaced further apart, to allow car knockers better access when repairing damaged railcars.

NBSR SD70M-2 6402 which has been out of service after a major mechanical failure over a year ago, has supposedly been retired and is now being used as a parts donor in Saint John.

New Hampshire Central:

Mid-month GMTX MP15 318, GP9 7324 and Conway Scenic GP35 216 were sent to North Conway for repairs as well as 92-day inspections. In return, Conway Scenic GP7 573 was sent to replace those locomotives.



Pine Tree Power #12 - Alco RS11 Locomotive by Jeff

Jacobs

Pine Tree Power has been on hold for several issues while other topics were covered. We return this month with a look at the Alco RS11 locomotive. The 1800 HP road switchers followed the success of the RS 1, 2, & 3. They were first introduced in 1956 to compete with the popular EMD GP 9. RS 11s rode on 4 axles, weighed just over 257,000 pounds and developed continuous tractive effort of 35,000 pounds. Their turbo charged 251B prime movers were a big step from the 1000HP predecessors and arguably superior to the EMD GEEPS' diesel, but their sales never caught the GEEPS – only 433 units were built (99 of those in Canada). Production lasted for 5 years, and they were only seen in Maine on a couple of roads - the Maine Central as 801 and 802 and the Maine Coast as 367. Despite the small quantity, the RS 11s roamed the MEC system and were spotted everywhere. Two color schemes were given during their lifetime in Maine:

George Bishop took this shot in 1970 at Rigby of the RS11s paired and still in their original green scheme:



Gil Ford shot this in South Portland in 1978 (could that really be his name or is it a professional moniker?) (Left)

Vermont in 1981 also by "Gil Ford" (Below)



Oakland Maine 1965: With just 9 years of service, 801 had a serious incident while 802 “looked on” apparently in less trouble (print furnished by Dave Larrabee - photographer unknown).



Alan Page took this photo in Bangor in 1981, so things got better for 801 – note that the color had changed to MEC gold. (Below Left)



For those who remember the Maine Coast RR which operated on the old MEC Rockland branch prior to the Maine Eastern RR, Matt Brooks caught this photo of RS11 number 367. (Below)



For **O scale RS 11** models there isn't a lot to pick from, a search of the web turned up several in the other smaller scales however.

Probably the easiest to find MEC 801 is the MTH Premier 20-20095-1 delivered in 2010 with PS2 sound or the 20-21633-1 delivered in 2023 with PS3. A dummy MEC 802 was also offered as shown in this photo of my tandem pair.



I found evidence that Weaver also offered this set in O scale.



And these 2 appeared from C&L Brass Models – 2 rail O scale?



If you are willing to shift out of Maine a little, Lionel p/n 6-18596 was offered in the attractive D&H colors and operated with TMCC. I had #5001 for a while and it ran well with an exceptional sound system.



If you have any other Maine themed locos that you want me to review, drop me an email and I will investigate. Jeff

MODEL RAILROADING



Progress in Hiram by Jan Williams

My progress this Winter has been focused on painting; specifically little people for the layout and my Union Station project.

Little People

For me, painting little people is a great Winter project because it is portable, I can work in our condo in Portland as the snow flies. I have finished 120 people so far, with about 50 still in process. The picture on the right shows all 120 completed citizens, lined up for a group portrait.

I bought my unpainted figures on Amazon. Their site offers figures at both 1/43 and 1/50; I bought a batch of each size. For 1/43 figures Amazon offers a bag of 100 for \$12.00. I've seen small packages of similar figures in retail hobby shops - these often are still on the casting sprues.

When faced with parts on sprues, I use my Sprue Cutter to separate the parts cleanly. A

Sprue Cutter is a high precision diagonal cutter (looks like a pair of pliers). I bought mine at Norm's O-Scale.



I follow **six steps** in painting figures... Picture on the left shows my workspace.

Washing - Manufacturers generally recommend washing molded parts. In molding plastic parts the manufacturers spray the molds with a mold release agent to facilitate removal of the parts when the mold opens. The agent is not paint friendly; it usually burns off, but not always... I usually wash the parts, but not always. I've not had a problem either way, but better safe than sorry...

Priming - Raw molded plastic is not paint friendly; I always start with a primer coat. I use straight primer, not

primer plus paint (too thick), available at any hardware store. For years I primed in white - then a friend who paints military miniatures pointed out that black is far better. When using thinned paints, black will highlight facial features and other details...

Painting - I paint with acrylic paints, available in art supply stores. More on materials below. I insist on using good brushes, found in art supply shops. I use very small brushes: OO and OOOO sizes. When I finish the figures they are brightly colored, toylike and garish. We can fix that... This is a labor intensive step: good lighting is essential. A hands free magnifying device is useful...

Matte Finish - I spray the figures with Matte Medium (from art supply shops) or Matte Finish (hardware stores). This cuts down the shine of paints, protects the paint, and provides a welcoming surface for the next step.

Dry Brushing - This step tones down the colors on the figures. Some experts recommend a light spray of white paint from a hardware store rattle can. I'm not that brave; I dry brush with white acrylic paint. Dry brushing is a technique in which you apply paint to the brush, then work the brush on a paper towel until most of the paint is gone from the brush, only some pigment remains. You then brush the pigment onto the figure. This takes some practice, but even when I mess up, the figures look much better. Picture on the right illustrates before and after dry brushing.



Matte Finish - I spray again, lightly. This once again reduces shine, and locks everything in.

Materials

I use acrylic artist colors; they are water soluble both for cleanup and for thinning. They also dry quickly. Avoid oil colors, There Be Dragons!

I use both Golden and Liquitex colors; Golden is more economical, Liquitex is more expensive and considered better. The artist colors market is really complex - paints from the same manufacturer perform differently depending on the color. This is a case of trying some and seeing what works for you.

The good news is that in our model work a tube of paint lasts forever; in 25 or 30 years I've only perhaps emptied a tube of white or black. When I go to an art supply store I tend to buy a new color; I have a pretty big supply of colors. Some of my paints have a price tag of \$3.99. Today they get \$10.99 a tube. Whatever - the important thing is to get a couple of good brushes.

Union Station

I'm really pleased with progress this Winter on my version of Portland Union Station. It's really difficult to know today what colors Union Station really was, both when new and when demolished. We have words, and some unreliable color photos. My station is 'inspired by', not a documentation.

On the right is a picture of the station model on 28 March. Once I finish painting the stone surfaces, I plan to color the carved mortar lines. I like to do that with a wash: holding the surface level, I flood the area with water. Then I add a drop or two of black paint. Using a soft brush, I usher the color into the mortar lines. When dry, the color ages the surface, and makes the mortar lines pop up... We'll see... LOL



Types of Model Rail Bridges and When to Use Them by Mitch Horner

Chances are good that if you're building a model railroad, you'll want to include a bridge. After all, who doesn't love a good bridge? I can't speak for anyone else, but when I think of San Francisco, I think Golden Gate. When I think of Duluth, Minn., I think of the Aerial Lift Bridge (well actually, I think Bob Dylan, *then* Aerial Lift Bridge, but that's beside the point.) The Millau Viaduct bridge in Southern France is one of the greatest achievements in engineering of this century! The list of great

bridges, of course, goes on, but I digress. The point is this - bridges are cool. So too are bridges on model railroad layouts.



This intersection of bridges on the HO scale Milwaukee, Racine and Troy layout was a favorite for operators and viewers alike. Mitch Horner photos

Bridges are more than signature superstructures, though. The humble, uncelebrated bridges of the world are myriad. Chances are good that you cross one on your commute without so much as thinking twice about it. And of course, who could forget the ever-essential yet oft-overlooked culvert, invisible to all but the eye actively seeking it?

If your layout is based on a prototype and requires a bridge, you will likely attempt to re-create the bridge present on the prototype to the best of your ability, whatever that bridge type may be, and rightfully so. If, however, you are freelancing and are wondering what bridge type would be appropriate for your location, era, or industry, or if you're a modeler looking to better understand the many types of model rail bridges, then read on - this article is for you.

For most of the bridge types listed below, there are hybrid versions synthesizing one with another. For example, there are plate girder bridges with trestle supports allowing them to cross larger gaps than would otherwise be possible, or steel bridges with concrete supports, or bridges of any type really which must incorporate some moving element to allow for clearances which would not be possible without such features. We will start, though, with perhaps the most uncelebrated of all bridge types...

Culverts

Culverts are everywhere, particularly on rail lines, where it is estimated that there are approximately three culverts for every bridge. Rail lines are typically elevated from ground level, which causes drainage issues along the line. This makes them especially susceptible to flooding, which can cause catastrophic damage to roadbeds, quickly eroding away the earthen material beneath the rails and damaging the integrity of the tracks. Culverts are used as a remedy to this issue. This humble, easily ignored feature found on so many rail lines is certainly not as glamorous as a larger steel truss or multi-span plate girder bridges, but they are an essential infrastructural element nonetheless.



Culverts, like the one seen here, are an easily overlooked detail, but nonetheless essential.

Culverts are relatively easy to model and add prototype-accurate flavor to your layout with relatively minimal effort. Culverts come in many forms, from simple drainage pipes to wood or concrete box culverts, like the one seen above on a product photography diorama we use here at *Model Railroader*.

Wood Bridges and Trestles

The first bridges built for rail lines were typically constructed of wood, making bridges of this material appropriate for steam-era rail lines. By the mid-20th century, wooden bridges were becoming increasingly scarce along rail lines as they were phased out for bridges made of steel or iron. Wooden trestle bridges have proved to be particularly popular with steam-era modelers for their eye-catching appearance and the intricacy required to model them.



By 1955, time has passed by the outmoded wooden bridge at Whistle Creek.

This wooden bridge, seen in the foreground of the above image at Whistle Creek on [Model Railroader's HO Virginian Thin Branch layout](#), was outmoded by 1955, the year in which the layout is set.

Iron and Steel Truss Bridges

As wood bridges and trestles were phased out in the mid-20th century, they were often replaced by bridges made with iron or steel. This more durable, more weather-resistant material introduced structures that would last longer than their predecessors while also requiring less maintenance. These bridges would be appropriate for late steam-era layouts and beyond.



Nestled between the quarry at Winter Hill and the abandoned schoolhouse, the steel trestle bridge at Skyridge was a favorite for visitors to the Milwaukee, Racine & Troy.

This steel trestle bridge, at Skyridge on [Model Railroader's HO scale Milwaukee, Racine & Troy staff layout](#), was a favorite location of visitors and staff members alike. It frequently made for a dramatic, scenic location, as do many other bridges of comparable elevation.

Stone and Concrete Bridges

Stone bridges were the alternative to wooden structures in the early days of railroading, prior to the advent of bridges of iron or steel design. Stone, though, is a decidedly less pliable material than wood, and much heavier, making it a more difficult material to build with. Bridges made of stone were almost always constructed in the shape of an arch.



This four-arch stone bridge at Big Bend on the MR&T spans a ravine with a river running through it.

Stone bridges have proved to be incredibly durable, but the difficulty involved in their construction meant that few were made when compared to wooden bridges in the same era. Concrete bridges, however, offer similar benefits to stone bridges, but are far easier to construct. Stone bridges are appropriate for early steam-era layouts, while concrete bridges are well-suited for layouts set in the late steam era and beyond.



Concrete bridges come in many forms, with some featuring ornate designs and others sparse in additional features.

These concrete bridges, seen on [Model Railroader's HO scale Beer Line layout](#), showcase a couple of the many possible designs of concrete bridge one might encounter.

Plate Girder Bridges

Plate girder bridges are the most common form of bridges found on railroads today. These versatile bridges offer many benefits: They are inexpensive to produce, inexpensive and relatively easy to install, and inexpensive to maintain and replace. They are the preferred bridge type for smaller crossings, such as streets or small rivers.



This bridge allows interstate road traffic between Wisconsin and Illinois to cross underneath the rail line.

This bridge, which spans across Illinois Route 251 on the [N scale Milwaukee, Racine & Troy State Line layout](#), is a single span plate girder design.

Bascule, Swing, and Lift Bridgesrvb[o

Bascule, swing, and lift bridges are the more mechanically interesting types of bridges. While massive trestle bridges are certainly impressive feats of engineering, bridges of the aforementioned variety require movement to accommodate for their surroundings. Bridges of this type can commonly be found near shipbuilders and other such ports that must accommodate large vessels that could not otherwise fit underneath them. Famous instances of these bridges can be found in Duluth, Minn., and in downtown Chicago, Ill. If your layout includes a shipyard, a shipbuilder, or even tall-masted sailboats, and you need to cross a waterway that could be used by these vessels, you'll want to consider a bridge of this variety.

TRAIN STORIES

Editor's Note: My wife saw the following article in the Maine/New England Section of the March 23, 2025, Maine Sunday Telegram and thought I would be interested in reading it. Likewise, I thought many of our Club members would enjoy reading it as well. I'm not a big model builder but have ordered several accessories from Bar Mills Scale Model Works.

Lisbon's Len Lednum Always Loved Models, So He

Decided to Think Small By Mark LaFlamme, Sun Journal

There's a very simple way to envision what Lednum does for a living, he takes chunks of the real world, and he makes them smaller: much, much smaller.

The owner and operator of Bar Mills Scale Model Works in Buxton, Lednum and his crew of eight makes scenery and set pieces for model train enthusiasts around the world.

His products might be small, but the business itself is as big as big can be - Bar Mills is likely the biggest scale model operation in the world. Each month the business is shipping off 20,000 to 30,000 products to model railroaders all over the place including a few celebrities that might surprise you.



Shawn Patrick Ouellette/Portland Press Herald

Len Lednum of Bar Mills Scale Model Works stands in front of the Wharf Street layout in his Buxton business last week. His company creates highly detailed scale-model pieces for model railroad enthusiasts all over the world. They use CO2 laser machines and 3D printers to create every type of structure and landscape.

To get an accurate idea of what Lednum does day in and day out, it helps if you think about your own hometown and all it entails.

The churches, the feed store, the parks and houses. Think about Main Street and what you would see there; all those people buzzing in and out of the shops and cars moving down the avenues.

Imagine the trees, the mailboxes and trash cans and that old hardware store with the faded clapboards.

If you can imagine it with great detail, so can Lednum.

"Most modelers do this to recreate their childhood neighborhoods," he says. "Every guy has a time in his life when he was free. He remembers riding his bicycle over the place. Our customers are willing to pay for this kind of quality, so we want to give them a product as close as possible to what they're seeing in their minds."

At Bar Mills Lednum his workers use CO2 laser machines and 3D printers to create items down to the finest details. Everything you can imagine from any given landscape Lednum can recreate it.

Tiny mailboxes and trash cans shoved up against storefronts. Real rubber tires on miniature cars and trucks parked in front of buildings that are appropriately weathered by the years.

If the painting on a storefront is cracked and peeling in the real world, Lednum will create his miniature cracked and peeling as well. What Bar Mills Scale Model Works sells when you get right down to it is realism.

Lednum builds everything at four different scales, including the most popular HO scale which is 1:87 or 87 times smaller than what you see in the real world. "Essentially, we are architects, engineers, and designers here," Lednum says, "but we're doing it in four different scales. With most of our structures you could hand our plans to a builder, and he could build it full size."

Everything Lednum and his people create is crafted meticulously with no detail overlooked. When a model train enthusiast gets to assembling a landscape in his basement, he or she wants realism. Cheap plastics and shortcuts will not do.

"Every type of wood you see in the real world," he says, "I have it here in four different scales."

Bar Mills Scale Model Works' quality and attention to detail has landed the
Buxton business celebrity customers.

WHO NEEDS GROUPIES?

How many people are into model railroading? While the exact numbers are elusive, don't kid yourself. There are a lot of them and if you were to start asking around, you'd probably find one or two in your own neighborhood.

Lednum stands before a model train landscape dubbed Wharf Street, based on a coastal town from the 1910s. Within that landscape is everything you would expect to see in such a cozy place including a water tower, ships and tugboats floating in the harbor, kids sitting on a wharf, people mingling in front of a shop, a man in a rowboat, trucks loading and unloading at a lumberyard...

"You'd be surprised by how many folks here in Maine have something just like this in their basement," Lednum says. "We call ourselves a secret society. Nobody knows that this is what we're doing in our basements all winter long."

At 17 feet, the Wharf Street model is a true marvel. There is so much going on here - just like any city or town in the full size world - it would take a person a day to examine it all.

But 17 feet? PAH! That's really not so much when it comes to model railroads. "Many modelers, their whole basement is something like this," Lednum says, gesturing again towards Wharf Street, "Only it's more like 40 or 50 feet."



One of the many scenes from the Wharf Street layout on display at Bar Mills Scale Model Works in Buxton.

The tiny buildings built at Bar Mills Scale Model Works sell for between \$60.00 and \$350.00. That adds up fast if you happen to be trying to recreate the entirety of your old hometown.

A lot of Lednum's customers have reached retirement age and find themselves financially comfortable. They can put big money into their models, and they do so because it makes them happy. Model towns with a train running through them make for interesting conversation pieces.

Just ask singer Rod Stewart who happens to be a Bar Mills Scale Model Works customer. Most of the items he purchases through the company have to be sent to hotels around the world, Lednum says because Stuart is still touring a lot.

"He's 70 something years old now so he doesn't want to be hanging out with groupies anymore," Lednum says. He wants to model and so that's what he does.

Stewart actually builds a lot of his models on his own including much of a massive model of a US city he unveiled a few years ago. What Stuart can't make on his own, he orders from the pros in tiny Buxton Maine.

So does the singer and actor Marc Anthony for what it's worth.

A BRIEF HISTORY

When you pull up the Bar Mills Model Scale Works for the first time, you know instantly that you're in the right place.

How so?

The company happens to be housed in what looks like an old fashioned train station. In a sense, it is. The building is an exact replica of a historic train station that once stood in Strong, Maine.

Step inside, and that feeling of being in a world of trains is even more pronounced. Here, on every shelf, are products that will someday find their way into someone's basement train world.

Here's a miniature plumbing supply store occupying a shelf above a wee Texaco station with an antique car sitting at the pumps. Nearby is a miniature city crammed with buildings, most of which feature billboards upon their roofs.

The billboards, as it happens, are a key part of the Bar Mills Scale Model Works history.

In 2000, the business was launched by one Art Fahie, a man Lednum refers to as “basically my adopted father.”

Fahie by all accounts, is a character. He had tried a few different careers, including carpentry and welding, before teaming up with engineer Jim Mooney to start a business making models. Lednum, who lives in Lisbon where he serves and the school committee, joined the business in 2001, giving up his regular job as a Subway sandwich artist to work with Fahie.

For Lednum, building miniature worlds for a living was kind of a no-brainer. “I was into model building, but not the train aspect of it,” he says. “I started with model cars as a kid and then drifted toward building structure dioramas as a teenager. When offered the job at Bar Mills, it just made sense.”

At the time, the business was manufacturing only miniature billboards for model railroad enthusiasts who had nowhere else to get them.

“it was kind of like a ‘duh’ moment,” Lednum says. “All these model railroaders are modeling from the 40s, 50s, 60s, and even the 70s. Billboards were everywhere back then, but no one was making them for model railroading. So, we came up with eight of them and then we expanded it.”

We're talking scale model billboards that were once strewn across the American landscape: Carter's liver pills, Philco batteries, Moxie, Reddy Kilowatt, and A&P Tea Company, to name just a few.

Look at old photos of these types of billboards and you'll see that Lednum's versions are exact replicas scaled down for the model train set.

And it didn't take long for the billboards to become popular.

“2005 we were pushing 40,000 of these billboards out the door each month,” Lednum says. “It was insane. It got to the point where we couldn't keep up with the demand, so we did a kind of last call. All the distributors we deal with, all the hobby stores, they purchased their last orders and then we moved on to making buildings.”

Customers of the business have come to appreciate the shop in Buxton for providing realism that's otherwise hard to find, and business continues to boom.

WANNA GIVE IT A TRY?

In the summertime, things can get lively at the replica train station on Towle St. in Buxton. Many of the Bar Mills Scale Model Works customers find themselves vacationing in Maine, you see, and no vacation for a model railroader would be complete without a visit to the place where so much magic happens.


Lednum himself gives these visitors guided tours, which take two hours or more.

“And for them, it it's kind of like going to Disneyland,” Lednum says, “because they always leave with smiles... and a bunch of products.”

In the model train world, there are old pros and there are people just getting started. On the Bar Mills Scale Model Works website, there are a whole bunch of instructional videos covering everything from the use of fences, to painting, to how to age and distress wall panels. The company always welcomes people who are new to the hobby.

Bar Mills can send you everything you need to begin making your own miniature world, with a warning that there may be a learning curve to surpass before you get things just right.

Mark Laflamme - 207-689-2876
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Editor's Note: Doug Pollock found the following story on the web and thought our readers would find it interesting:



Hopping Freight Trains: The Story of Hobo Rapid T by Max Hartshorne on Gonomad.com

I met a man outside of our cafe in South Deerfield named Rapid T. He was unshaven and carrying a box of crushed Miller Lite cans.

He had a bicycle with a pair of boots dangling over the handlebars. He told me that he was called a Rail Fan, and that he hops freight trains to get around all over the country.

There are many more people than you would think who get around this way, he said. They hop into freight trains and live the lives of the old-time hobos, never settling down and living meagerly but totally on the road.

One CBS TV show estimated that there are at least 1000 fulltime hobos riding rails across the US today.

Rapid T bummed a cup of coffee from me and told me about his life on the rails. He plans to travel to Greenfield today and get some free dental work done at a clinic he heard about at the Northampton shelter.

He'll ride his bike up there, look at the East Deerfield train yard and find out where he will be leaving from when he takes another train.

He used to stay in hostels but now said they are hard to find. He told me about the life of a freight train rider...the secret is the grain car. "There is a little room you can get to from the outside, it's a great place to sleep and you can fit your bike in there."

When he was a young kid he studied trains and was in a train enthusiast's club. He has Aspergers, 'it's the opposite of ADD, I find things I like to study that doesn't really fit with most college courses.' But the study of railroads is coming back. It was those early days of watching trains pass by that gave him the inspiration to live the hobo life.

LIVING ON THE CHEAP

He told me more about living cheap, using the college bus system and the pioneer Valley's networks of shelters and free services. He stayed in a shelter in Northampton MA and said it was just like a youth hostel. He uses his wits and the Internet to get by, finding, for example, the schedule for when trains depart on obscure railroad websites.

He lives on about \$300.00 a month and picks cans from the trash. A good camper can make more than \$50 a day, I make more than the people who work for you, he prefers canning to beg with a cup.

He's 38 and took a couple of years to go to Ohio State studying education, in 2008 period since he left college he's been traveling the rails. First to Huntington, West Virginia and doing mostly East Coast trips. But he's been to Montana and Portland and LA on freight trains. The West Coast police are much tougher than the east, the people are a lot more conservative.

CALIFORNIA LIBERALS? NOT TO HIM.

"A lot of times the conductor will be cool with us riding back there, and he will be fine. Other times, well, railroad police do catch and prosecute hundreds for these violations. But I think that's part of the thrill and the reason they keep going out.



Rapid T uses Google Earth to scope out railroad layouts and says it's helpful for somebody who does what he does. Tonight, he said he'd be back down to West Springfield to catch a freight or stay overnight in a laundromat.

He looks for labor ready storefronts. They offer short-term work in plastic mills, recycling, sorting cardboard, etc. He'd work for a week or a day or so. You have to stand in line at 4:00 in the morning and hope to get picked, "it's mostly hazardous work that no one wants to do."

NOT TOO PROUD TO BEG



He gets by with these short-term jobs, but he's not above holding out a beggar's cup either. "Some people with great apartments do nothing but stand there and beg. Northampton is a great hobo city, it's so easy to make money panhandling," he said.

"Iowa is a sea of corn; you can actually see the curvature of the earth from up on top of the grain elevators. You can fall asleep with all of that corn going by as you travel by rail. You can tell where you are by spelling things...rubber and plastic in Akron or Wonder Bread in Cleveland."

Such are the experiences of living a hobo's life, on the outside of what most people in 'civilization' are used to. No safe comfortable home each night – instead, a new adventure.

CUMBERLAND FARMS DUMPSTERS

"I could live on nothing. Cumberland Farms throws away the whole sandwich in the plastic wrap. I can shower at the Y, you can pay \$3-15 to take a shower.

Women are nicer in the south," he said. He told me this after he told a woman passing by on the sidewalk that she looked great even without makeup. I distanced myself from his catcall.

"My mother wants me to work on their horse farm in Maryland, maybe meet some of these horse women who board their animals at their barn." He's a hobo and a writer but they would prefer to have him off the road.

YOUNGER HOBOS

He said he's seeing younger and younger people traveling the rails and on the roads with him. The traditional hobo is usually a guy who's 50 to 70 years old.

"I used to have a fear of trains, imagine that?" At age 20 he hopped his first freight. He was riding a bike from New Orleans to Jacksonville FL and in Georgia, he came to a big train yard. He met a father and son in Waycross, GA period the sun was about 15. He was just 20.

A black guy and his son who were heading for Georgia after a long separation in Florida. "They were trying to get to know each other, it was a rite of passage."

The two showed him how to enter the grain cars at the openings on each end, and how to pull yourself up on the railings on the side of cars, underhand, not overhand.

In the southeast coast, there aren't a lot of places for trains to stop. He ended up in the port of Brunswick, GA and found a box car, taking him to Savannah. It was his first experience riding on a freight car. He hitchhiked back up the coast to Buffalo, where he shares a place with a friend. When he's there he pays rent, but not while he's on the road.



We talked about Warren Buffett's investment in Burlington Northern. A 23 billion dollar bet, he's taking some risk, but Warren's also a train buff himself.

Despite his rough life on the road, Rapid T is quite the student of railroad news and had lots of information about topics like the advance of fiber optics lines running on railbeds across the US.

WINTER IS BETTER THAN SUMMER

He sleeps in shelters or outdoors, and prefers traveling in winter to summer. There are no bugs, no mosquitoes in the cold. He likes XC skiing. He wanted to travel to the Ozarks but the weird weather bringing big snow down south and less up north messed him up this year.

He is not married. He said that he will travel for now but when he's older he's going to travel for recreation. "The train club got me into this, all of these guys talking about their trips far and wide."

Rather than wait for the service to come back, he takes freight trains. "Huntington, West Virginia down through Lynchburg, VA, Clifton Forge, the old Chesapeake and Ohio line. A scenic line, the passenger trains that do go pass by at night, so you can't see anything."

He takes Amtrak to get to places where he can catch a freight train. He has friends who have hopped freight trains in Europe. But their slow freight trains go as fast as our fastest passenger trains. The freights are so fast it's hard to breathe...it is damn hard to hop freights over there. Trains go 90 miles an hour here, say, an Amtrak train hauling freight goes about 10 or 20 miles per hour.

"They are more uptight along the southern US border. But if you are a gringo, it's OK, they are mostly after illegals. There are lines we avoid...like the one through Houston, northern Arizona is better, but he avoids the Union Pacific route. The drug war makes it dangerous. The high line is Chicago Saint Paul, Minot North Dakota and the Burlington Northern Santa Fe railway."

MORE LUMBER BEING HAULED



The freight is an indication of the economy. Recently Rapid T has seen a lot more lumber being shipped. He told me he is on the hobo shitlist. He has been giving information to the younger hobos on how to ride the rails that makes the older guys unhappy.

It's like the Masons. People don't want to share their secrets and mystique, hobos should learn how to travel from other hobos... and not from the Internet or a book.

Rapid T tells newbies where the yards are, where to find the schedules for the intermodal trucks (who connect with freight trains in yards), crew change guides, things that help people find where the trains depart from.

"The attitude about people like me will change," he said, "The rift between the young hobos and the older ones will get better." He hopes to publish a book about his life as a hobo, and a guide to how to do it.

"You learn how to be shy of dirt or grime," he added, about living this mobile lifestyle.

3 THOUGHTS ON "HOPPING FREIGHT TRAINS: THE STORY OF HOBO RAPID T"

Sal Monella says: July 27, 2019 at 2:07 am

Rapid T is a persona non grata in the hobo / train hopper community. He has stolen money from well-known members in the community and released the CCG online (a slap in the face to TD and other members who helped put it together). If you come across him beware. If you travel with him, you will be treated similarly when meeting others in the scene.

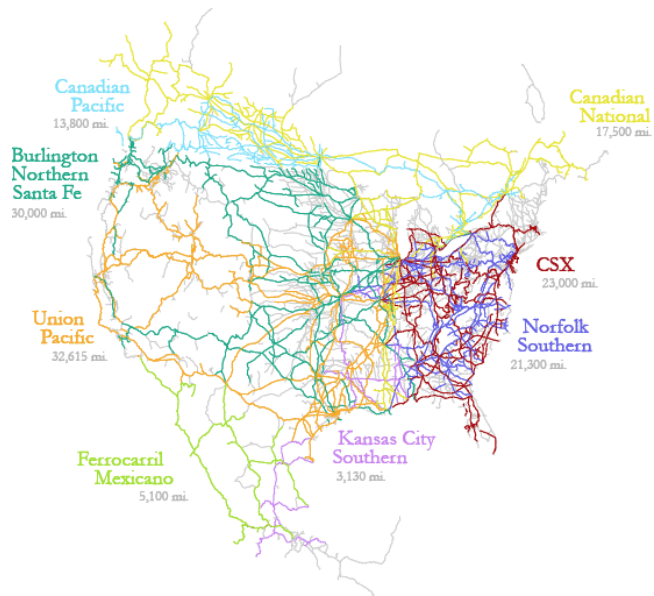
quinn says: February 14, 2020, at 6:02 pm

I'm a college kid out by North Adams and I'm getting into the nomadic type of lifestyle. Is there anyone out here who could show me the ropes?

jubjub says: June 5, 2020, at 2:33 pm

Sooo where is this CCG? ☹️

Is it kept up to date?



-THE END-

Maine 3 Railers Upcoming Schedule of Events

- Apr 12 Southern Maine Model Railroad Club Spring Show, [\(Public\)](#) Westbrook Community Center, 426 Bridge St., Westbrook, ME 04092. Set up Friday, Apr. 11th at 4:30pm, with trains running Saturday from 9am to 2pm. (Mobile Outreach Team)
- Apr 22 Thomas Memorial Library, [\(Public\)](#) 6 Scott Dyer Road, Cape Elizabeth, ME 04107. Set up 8-10am. Trains run 10am-3pm. (Mobile Outreach Team)
- Apr 25 Big Trucks/Big Trains Day, [\(Public\)](#) 25 Foreside Rd., Topsham, ME 04086. Setup: 3:30-6pm on Thursday, April 24th with trains running inside 10am - 2pm, Friday and Big Trucks on display outdoors 10am-Noon, Friday. (M3R Volunteers)
- Apr 26 Great Falls Model Railroad Club Spring Train Show, [\(Public\)](#) Mt. Ararat High School Gym, 68 Eagles Way, Topsham, ME 04086. Set up Friday, Apr 25th, 4-8pm with trains running Saturday from 10am-3pm (Mobile Outreach Team)
- May 02-03 Baxter Library Spring Book Sale, [\(Public\)](#) Gorham Recreation Center, 75 South Street, Gorham, ME 04038. Set up on Thursday May 1st from 2-5pm with trains running from 9am-6pm on Friday and 9am-1pm on Saturday (Mobile Outreach Team)
- May 10 Layout Tour/Training Workshop **at Mark David's** Home [\(Members & Family\)](#), 9am-1pm (Details TBD) (Activities/Training Committee)
- May 13 Maine Veterans Home, [\(Private\)](#) 35 Heroes Way, Augusta, ME 04330. Set up 8-10am with trains running from 10am-3pm. (Mobile Outreach Team)
- Jun 17 Sable Lodge, [\(Private\)](#) 74 Running Hill Road, South Portland, ME 04106. Set up 8-10am with trains running from 10am-3pm. (Mobile Outreach Team)
- Jul 12 Moxie Festival, [\(Public\)](#) Lisbon High School, 2 Sugg Drive, Lisbon, ME 04252. Set up Friday, Jul 11 after day camp with trains running Saturday from 8am-4pm. (Mobile Outreach Team)
- Jul 16 Potluck Luncheon and Training Workshop at Bradbury Mountain State Park [\(Members & Family\)](#), 10am- 3:00pm (Details TBD). Members are encouraged to bring tasty items to be shared. (Activities/Training Committee)
- Oct 18 Great Falls Model Railroad Club Spring Train Show, [\(Public\)](#) Mt. Ararat High School Gym, 68 Eagles Way, Topsham, ME 04086. Set up Friday, Oct 17th, 4-8pm with trains running Saturday from 10am-3pm (Mobile Outreach Team)
- Nov 01 Southern Maine Model Railroad Club Spring Show, [\(Public\)](#) Westbrook Community Center, 426 Bridge St., Westbrook, ME 04092. Set up Friday, Oct 31st at 4:30pm, with trains running Saturday from 9am to 2pm. (Mobile Outreach Team)
- Feb 14 Annual Maine 3 Railers Model Train and Dollhouse Show Train
2026 [\(Public\)](#) National Guard Armory, 179 Western Ave, Augusta, ME 04330. Run trains from 10am-3pm. Move in on Friday Feb 13, 2026. (Mobile Outreach Team)

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

- Apr 08 Monthly Club Meeting [\(By Invitation\)](#)

M3R Roundhouse Sessions (All sessions start at 7 pm on Zoom):

- Apr 17 Roundhouse Session [\(By Invitation\)](#), Topic: TBA, Hosts: 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.



TRAIN SHOW

Saturday, April 12th, 2025
Maine's Premier Train Show

Join us for a day of TRAINS!



See live trains on our HO Scale layout!

This show will feature operational layouts, dealers, inventory for sale, train displays and much more!


Time: Open from 9am to 2pm! Adults \$5, Children 12 and under are FREE
Address: Westbrook Community Center Cost: 426 Bridge Street, Westbrook, ME 04092

DEALERS Please email southernmainemrc@gmail.com or visit our website



SOUTHERNMAINEMRC@GMAIL.COM
SOUTHERNMAINEMRC.WORDPRESS.COM
FACEBOOK.COM/SOUTHERNMAINEMRC





Great Northern New England Chapter (NoNEC) Train Show

WHAT: Train Show, **with all scales**, Exhibitor tables, Operating Layout, Test Tracks, Railroadiana items. Food on premises. Meet some folks, discuss trains, etc. Enjoy yourself and **HAVE FUN!** And—No Sales Tax on Purchases!!

WHEN: Saturday, April 5, 2025

TIME: 10:00 AM to 3:00 PM

WHERE: Dover Lodge of Elks #184, 282 Durham Road, Dover, NH 03820

DIRECTIONS: DIRECTIONS FROM BOSTON, MA: I-95 North to New Hampshire Exit 4 (RT - 16 N Spaulding Turnpike - White Mtns). Proceed on RT - 16 N Spaulding Turnpike, take Exit 7 (Left onto RT - 108, toward Durham). 1.8 miles and Hall is on left.

COST: \$5.00 per person, children under 12 free.

ADDITIONAL INFO: Tables \$30.00, after Feb 1, \$35.00. Contact Ed Martin, Show Manager, at efmenter@aol.com or by telephone at 603-362-4300.

NoNEC	FUTURE SHOWS	October 25, 2025 April 11, 2026
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GFMRRC 2025 MODEL TRAIN SHOW



SCAN ME

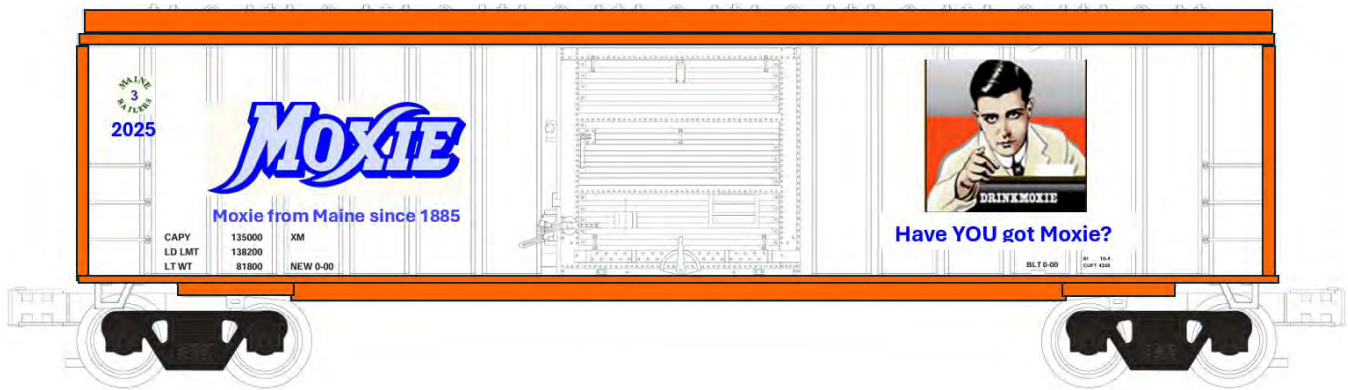
SATURDAY APRIL 26TH
at Mt. Ararat High School
68 Eagles Way, Topsham, ME
10:00am - 3:00pm

Admission:
\$5/person
children under 12 free with adult

- Dozens of tables
- Dealers selling model r.r. supplies
- Model Displays
- Operating layouts
- Large variety of railroad books
- Equipment in N, HO, S, O & G scales
- Scenery supplies
- Refreshments

Learn more at GreatFallsModelRRClub.org

2025 Maine 3 Railers Club Car



NOTE: Minor adjustments will be made to the final design

	Description	Quantity	Price Each	Total
	Moxie 50 ft Plug Door Boxcar		56.00	\$
Shipping & Handling	Add: \$12.00 plus \$2.00 for each additional car <u>and</u> \$3.00 extra if outside of New England.		Add: S&H	\$
			Total Enclosed	\$

Make checks payable to Maine 3 Railers. Checks will not be cashed until all approvals are met and the order is placed

Name: _____ Phone: _____

Address: _____ City: _____ State: _____

eMail: _____ Zip Code: _____

Mail Orders with payment to:

**Maine 3 Railers
PO Box 31
Amherst, NH 03031**

Maine3Railers Elected Officers and Appointed Positions

Elected Officers and Executive Board

2025-2026

President



Bernie Pender
president@maine3railers.org

Vice President



Dave Hodgkiss,
vp@maine3railers.org

Secretary



Dana Lindsey,
secretary@maine3railers.org

Treasurer



Rick Hills,
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PO Box 31
Amherst, NH 03031
treasurer@maine3railers.org

At Large



Jeff Jacobs,
jeff@maine3railers.org

At Large



Ernie Vannah,
ernie@maine3railers.org

Recent Past President



Gene Thayer,
pastpresident@maine3railers.org

Appointed Positions and Committees

Club Car Committee: Richard Ridolfo, Chair
Members: Bill Halley, Rick Hills, Dave Hodgkiss, and Jeff Jacobs.

Club Car and Merchandise Sales:

Dave Hodgkiss,
clubcar@maine3railers.org
Maine3Railers, PO Box 31, Amherst, NH 03031

Event/Outreach Committee:

Sam Carr, Coordinator
Members: Frank Folker, Jeff Jacobs, Doug Pollock, Art Shean, and Carlton Spring

M3R Activities/Training Committee:

Rick Hills, Chair
Members: Mark David, Dave Hodgkiss, Brian Inch, and Jeff Jacobs

Property Manager:

 Dave Hodgkiss

Train Show Committee:

Co-Chairs: Jeff Jacobs and Gene Thayer
Members: Paul Brown, Sam Carr, Dave Hodgkiss, Dana Lindsey, Doug Pollock, and Richard Ridolfo

Special Projects Manager:

 Jeff Jacobs

Event Layout Design:

Jeff Jacobs (Special Events)
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Newsletter Editor:

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

Maine3Railers

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