



MAINE 3 RAILERS

M3R CLUB NEWSLETTER FOR MAY 2026

Our Next Meeting is Thursday Evening, May 14, 2026, at 7:00PM on Zoom. Watch for an invitation and link to join from our Club Secretary, Dana Lindsey.

CLUB HEADLINE NEWS

- President Declares 2026 "Year of Participation"
- Great Deal on Third Poland Springs Club Car
- New Upcoming Club Activities Announced
- Club Volunteers Support Topsham Big Truck Day
- A Ride on the Alaska RR
- A New Approach to Model Railroading
- Solve the Chip Switch Puzzler
- Jan Williams Takes On New Project



President's Message: The Year of Participation from Bernie Pender

As your President, it fills me with genuine pleasure to connect with you all as we head into the heart of our 2026 season. This year, I want to focus on a single, vital theme:

PARTICIPATION

Our Club thrives because of the passion we all share for model railroading, but it survives because of the work we do together. I'm asking each of you today: Don't stand by and hope someone else will keep running the Club. This is the year we need more volunteers to step up, have some fun, and truly get involved.

It is easy to sit back and criticize how things are done without ever helping to fix the problems. However, our Club runs entirely on its volunteers. We have over 120 members in our ranks - imagine what we could achieve if every one of us gave just a little bit of time back to the organization.

Lead and Shape Our Future

This is an Election Year. I want you to ask yourself: how many of us will run for an Office? We need fresh perspectives and dedicated hands to guide the Maine 3 Railers into the future. Don't just watch from the sidelines - get involved!

Join the Conversation

Our meetings are currently held online, offering an incredibly easy way to share our latest projects, exchange ideas, and simply revel in the joy of the hobby from the comfort of your own home. We need more members to attend these sessions. If you are having any technical trouble logging on, please reach out to Dana Lindsey, our Club Secretary, for assistance. We want your voice at every meeting.

Opportunities on the Horizon

Looking ahead, I am incredibly excited about the opportunities the Activities and Outreach Committees have planned. I have personally participated in recent events and had a wonderful time - I plan to attend many more, and I want to see you there with me.

Whether it is our next outreach display, a technical workshop to hone our skills with things like Legacy/Proto Sound and sound decoders, or perhaps even showcasing our layouts at an open house, there is so much we can achieve together.

A Call to Action

If not now, when? Let's continue to foster a welcoming and supportive environment where we can all learn and grow in our hobby. Share your knowledge, offer a helping hand to a fellow member, and most importantly - get involved!

Happy Railroading, and I'll see you around the bend!

Bernie, President, Maine 3 Railers



From the Editor **by Art Shean**

Take Aways from the Great Falls Model Railroad Club (GFMRC) Spring Train Show

Health of Model Railroading

In the March Edition, I raised concerns regarding the health of model railroading in Maine and pointed to the upcoming GFMRC Spring Train Show as the next opportunity to assess where the hobby rests. Well, the show is over and the votes have been counted. In my opinion, the patient is well and will survive at least through the Summer and into the Fall season. We, the "Guardians of Model Railroading" can take a breath, pop the top off a soda, and continue with our daily lives. The sky is not falling!

Saturday morning, April 25th, the sun rose early and with it the temperature. Perhaps one of the best spring mornings we have had this year. And despite the great weather, the crowd came out early for the show, customers were buying, and trains were running around tracks to the delight of all present. Damn, I even bought some FasTrack!



As always, Margo Robinson did a great job organizing the event. The Mt. Ararat facilities with its location, open space, snack bar, parking, and accessibility, is an ideal location for any type of hobby show. And the crowd responded with approval. One could almost feel the crowd's sense of urgency as they were pulled between seeking a bargain, seeing everything that the show offered, and the need to get home to their pending yard duties. So bottom line, the morning was very busy and tapered off after lunch. The great weather won out but there was a mighty battle on the floor of the show.

Club Members Continue to Innovate / Improve What We Offer

You may have missed it but at the M3R Model Train and Dollhouse Show in February the Club had a small video display on the stage. The video showed clips of our Club's past activities and train displays. Great idea but execution lacked panache. Many folks did not even know it was there.

Undeterred, Jeff Jacobs, Dave Hodgkiss, and Carlton Spring reformulated the concept into a full-fledged recruiting display at the GFMRC Spring Train Show. Upon two tables, they upgraded to a full 50" video screen, added signs, located next to our model train display, and offered M3R Club cars for sale to customers. Carlton's video was not just clips but a well-structured display of all the great things our Club offers. Can't understand why every model train enthusiast passing by did not sign up as a member on the spot.



Great job by Jeff, Dave, Carlton, and others that supported the effort!

"Fellowship of the Rails"

I don't understand it nor can I explain it, but I see it every time we have an event at the Mt. Ararat facilities. No matter if it was in the old gym or the current building, **we always draw many Club members**. So much so, we have even held semi-official meetings with the presentation of awards during our past participation. This Spring's train show was no exception.

As the crowd drew down in the afternoon, our members flocked near our train display. As I walked the gym near our layout, Doug beckoned me over to capture the following picture:



L to R: Lou Bragaw, Gene Thayer, Richard Hamlin, Ernie Vannah, Doug Pollock, Carlton Spring, and Ed McCreery

And this did not include those manning the Club Recruiting Table, our train display, or their vendor tables like Dana Lindsey and Richard Ridolfo. **Members in Good Standing They Are.**

Don't Forget to share your next railroading experience with your fellow Club members by emailing your photos to me at ArtShean@comcast.net



Club Car Committee Update – Great Deal on 2026 Poland Spring Tank Cars by Richard Ridolfo

The 2026 Maine 3 Railers club car will be a modern Poland Spring tank car. The car will be produced in three road numbers. The pre-buy price for members will be \$60.00, (pre-buy deadline is May 31, 2026). Non-members and cars ordered after the deadline will be \$70.00.

Conceptual artwork at right, yet to be added are the road numbers and car markings. Pre-buy orders are important for the club car purchase for two reasons:

1. To ensure we have enough orders to meet the minimum requirements
2. To avoid being left with too many unsold cars



I'm sure many of you know, we are in the process of finalizing our 2026 Poland Spring Club Tank Car order with MTH. **Minimum pre-order quantity From MTH is 96.** Unfortunately, Club Pre-orders are behind expectations. We need 32 additional pre-orders, otherwise **the Poland Spring car will be cancelled.**

New Offer!

The club car committee has taken the following actions to increase pre-orders:

- 1) The **deadline for pre-orders has been extended** from April 30 to May 31.
- 2) **Quantity Discount!** For every two cars you order at full price, you will receive 50% discount (\$30 off) a third car! Your third car will have a unique road number!

A new order form is available on page 39.

We need your help! Order a third car today!

Don't miss out on this fantastic opportunity!! Send your check and new order form to:

M3R Treasurer
PO Box 31
Amherst, NH 03031



Activities/Training Committee Report by Chairperson Rick Hills

Members: Jeff Jacobs; Dave Hodgekiss; Mark Lasher; Bernie Pender; Steve Tranni; Rick Hills; and Dana Lindsey, Moderator.

After intense deliberation, the committee identified and prioritized the following nine (9) M3R events for the upcoming year. With leaders identified for each, the next steps are detailed planning, scheduling, and gathering of member volunteers in support of each activity.

Theme: Team Building:

- * **Monthly in Person Meeting** (July 15) Rick Hills, Bernie Pender, Dave Hodgekiss
- * **Joe Landry Event and Flea Market** (August) Jeff Jacobs, Joe Landry
- * **Layout Hop** Steve Tranni

Theme: Hobby Technical Training, Best Practices

- * **Advanced Legacy and LCS Training** (Jun 24 – **See Page 22** for Details) Mark Lasher, Rick Hills
- * **Landscaping Overview with Scenic Express** Rick Hills, Mark Lasher

* Club Trip to Norm's O Scale Train Store Steve Tranni

* Trip to Bar Mills Models (Jul 22) Mark Lasher

Theme: Railroad Knowledge

* Trip to COG Railway in NH Steve Tranni

* Trip on the Mountaineer Conway Scenic Railroad (Fall) Steve Tranni

Membership Call to Action: All 127 members! Your participation is key!

1) Event leaders will be looking for club volunteers to help with certain events. Please volunteer in an area that interests you by emailing the leaders above. If you are missing an event leader's email address, please contact our Secretary, Dana Lindsey, Secretary@Maine3Railers.org for that information.

2) Event attendance is super critical to make *our club a success*. Please make sure to confirm your attendance at events when event leaders reach out to you with more details.



Maine 3 Railers Surplus Club Car Liquidation by Dave Hodgkiss

Our Executive Board decided to offer the remaining Cianbro and 4 Bay Hopper Summer Cars for \$30 each to club members. Limits are 1 car each per person. In other words, you may purchase one Cianbro Car and one 4 bay hopper for \$60 If you choose to purchase both. Pick up will be at the Club Locker in Topsham on a future To Be Announced (TBA) date. Mailing can be arranged at the prevailing cost.



Please send your orders or any questions to me at dwh39@aol.com.



M3R YouTube Channel Update by Channel Master Carlton Spring

April found the Mobile Outreach Team (MOT) visiting Topsham on April 24th and 25th for two events. The first event on Friday was Topsham's annual Big Trucks/Big Trains Day where M3R members volunteered to help with the G Scale train layout in the library's meeting room. A write up of this event is found on page 6 in this newsletter. For your convenience, the direct link to the video is below:

Link to Big Trucks/Big Trains video: <https://youtu.be/YLcxXC3c-XI?si=bivfUYXyQErVYoj2>

Following packing up the big trains layout, the MOT then got a quick lunch and proceeded to Mt. Ararat High School to unpack and set up the O scale layout for our second event, the Great Falls Club's spring train show, happening on Saturday the 25th. This event's write up can also be found in this newsletter on page 14. The direct link to the video of this well attended event is below:

Link to Great Falls Train Show video: <https://youtu.be/6SEkYPTGjH0?si=pwgEMSdAKV1hUwVd>

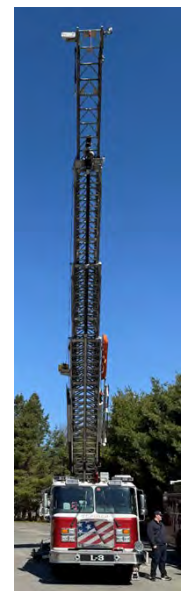
Thanks for watching. In May, the MOT visits Togus V.A. Medical Center and the Augusta Veterans Home. Stay tuned! Engineer 29

EVENT REPORT:



Double the Fun with Twenty Four to One by Art Shean

Each year on Friday of the local school April vacation week, the Topsham Public Library hosts Big Truck Day in their parking lot. From 10am till noon, the town and local government agencies place their best trucks, buses, and vehicles on display outside the library for the kids and adults to see, touch, and climb on and through. This year was no exception.



This year the Topsham police, fire, emergency medical service, and public works department's vehicles were joined with a representative from the local MSAD 75 transportation department. The outside show kicked off at 10am April 24th and culminated in the "Parade of Big Trucks" at noon when the entire fleet of vehicles proceeded out of the library parking lot and back to work. It was easy to see from the crowd response that the show was well received. The library staff counted 471 visitors during the two hour display. Not trivial when you consider visitors had to walk over 500 yards from the recreation field parking lot to see the vehicles in the library parking lot.



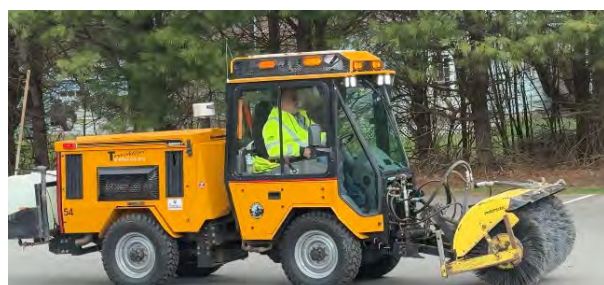
The crowd of kids, parents, adults, and workers expressed their interest and appreciation with enthusiasm throughout the morning!





PARADE of BIG TRUCKS

At noon the crowd stepped aside and watched in awe as the big trucks paraded past out of the lot to resume their normal duties.





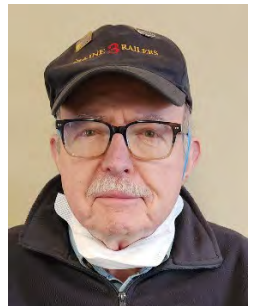
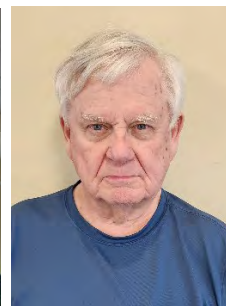
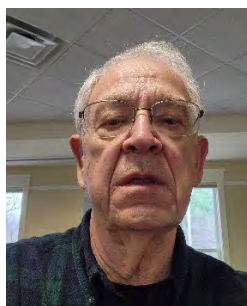
BIG TRAIN DAY

Since 2022, volunteers from the Maine 3 Railers have supported Topsham's Big Truck Day with a Big Train Day inside the Library. In Fact, the volunteers refer to the Friday of school vacation as "Big Truck/Big Train Day".

Inside the library's community room our volunteers provide visitors with a big train display. The train display is not only big in terms of area covered but big in terms of engines, rolling stock, track, and especially model vehicles. As O-scalers we think in terms of 1 to 48 scale. On Big Train Day, we double that to 1 to 24 or G-scale. In addition, the train display caters to kids' fantasies with Thomas and Friends engines and rolling stock and lots of Play Mobile vehicles. Truth be told, we displayed significantly more vehicles of more varieties inside than the Town had on display outside.

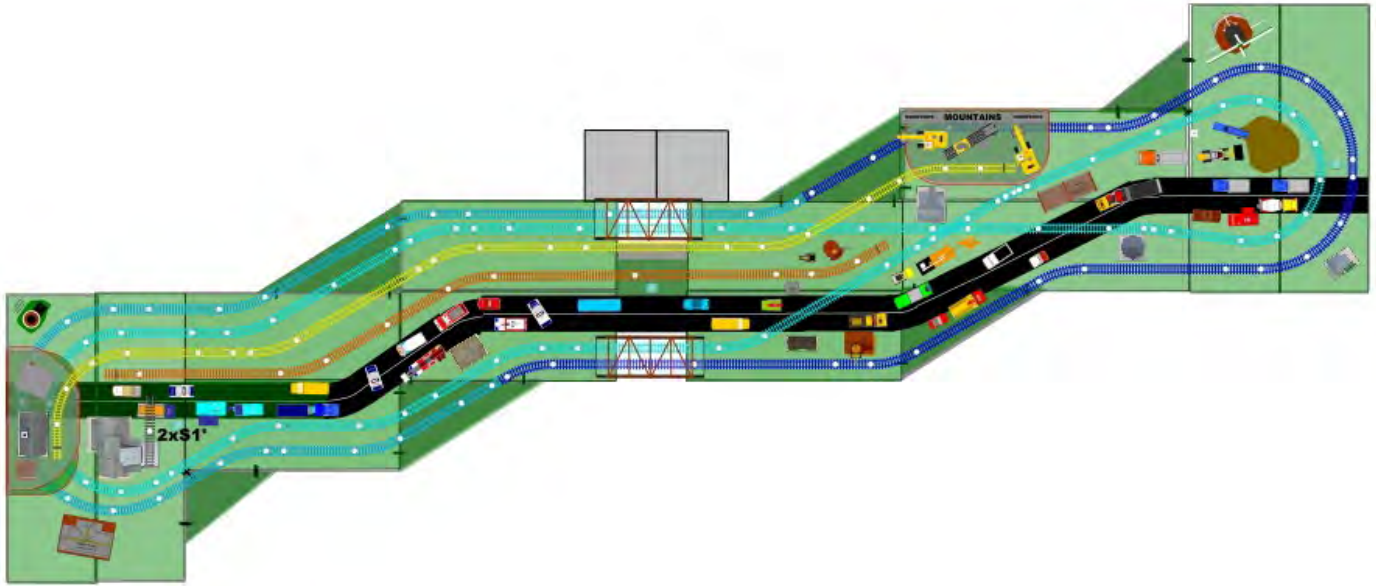


This year's volunteers included Lou Bragaw, Sam Carr, Doug Pollock, Art Shean, Carlton Spring, and Ken Thorson.



In addition, Peter Richards, President of the Maine Garden Railway Society joined in the fun.

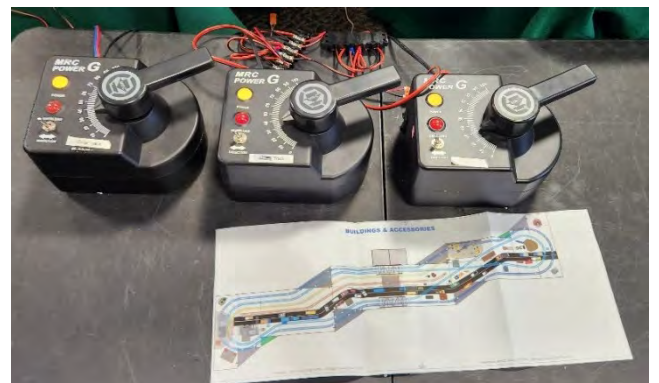
The 2026 Big Train offering was 38' long, 16' deep, and covered 247 square feet. On the table our volunteers laid over 240 feet of LGB brass track and 40+ feet of 12" wide asphalt paving.



The plan for the 2026 version of the Big Train layout was so long that Thursday before the show when we set up, we had to chop off two feet to allow enough room for guests to enter the community room from the back door to the parking lot.

ENGINES & CONSISTS

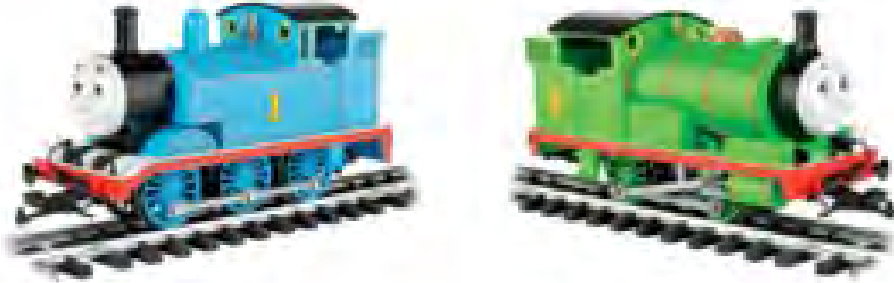
With two independent loops and two auto-reversing point to point lines (One elevated), we offered plenty of model train action. We split the outer loop into two sections with each section controlled by a separate transformer. By so doing we were able to run both Emilie and James (Thomas & Friends engines), with consists at the same time on the outer loop.





Emilie in Green and James in Red

On the inner loop, Thomas pulled the two Troublesome Truck Twin cars in peace. Meanwhile Percy sat on the table in reserve waiting to relieve any of the other engines should they need a break.



Thomas in Blue and Percy in Green

Sam Carr ran his red LGB Pacific Electric #651 Streetcar on the lower reversing line. It performed flawlessly both quiet and reliable. We did not observe a single adverse incident with its operation all day.



Daniel Tiger rode up front in the Bachmann United Traction Co. Open Trolley #504 on the elevated reversing line. We placed the Bachmann Auto-Reversing controls on the table under the elevated trolley trestles.





The Engines and Trolleys on Display in One Place

G-SCALE BIG TRUCKS, BUSES, and VEHICLES

With the focus outside on Big Trucks, the Crew set up a few vignettes on our layout to focus attention on our big trucks. Our vehicles were displayed in action versus the static displays outside.

Fire, Police, and Emergency Medical Service Respond to Train Station Fire



Harvesting Rock at the Quarry



Loading Sand at the Local Sand Pit



Trolley Stop in the Mountain Meadow



New Addition to Doug's Veteran's Tribute



In addition to the vignettes, the crew offered a Scavenger Hunt with nine Sesame Street characters for the kids to find on the layout. In the three hours we were on display, we awarded over 140 tootsie pops to those successfully finding all nine characters. However, a few pops may have been sidetracked!



THE CROWD

Despite or perhaps because of having two events ongoing at the same time, one outside and the other inside, the crowd was steady and robust. The library staff counted 471 visitors from 10am until noon. Folks flowed easily between the parking lot into the community room and vice versa through the backdoor.





TEAR DOWN and PACK UP

At one pm after Carlton Spring finished his video work, we began shutdown, dismantlement, and pack-up. With a 3pm deadline hanging over our heads to be at Mt. Ararat H.S. for setup of the GFMRC model train display, the crew worked smoothly and efficiently. Everything was packed and the tables returned to their closet shortly after 2 pm leaving ample time for the crew to grab lunch on our way to our next stop.



Photography by Shean & Springs

MOT Challenged by Art Shean

The M3R Mobile Outreach Team (MOT) overcame the most significant challenge of the year to provide two model train displays of different scales back to back in April. Within a six hour span they were tasked to dismantle their 12 table 247 square foot Big Truck/Big Train (BT/BT) Day G-Scale display with over 230 feet of brass track at the Topsham Public Library (TPL), assemble a nine table 171+ square foot O-Scale display with 120+ feet of FasTrack at the Mt. Ararat (MTA) High School in Topsham for the Great Falls Model Railroad Club (GFMRC) Spring Train Show, transport the G-Scale equipment to its assigned storage location, and remove all evidence of their presence at the TPL between 1 and 7 pm on April 24th. And we did it!

From this:



To this:



Then This:



And finally, this in 6 hours:



So how did they accomplish this seemingly super-human feat? It took planning, coordination, a highly experienced crew, and delegation of responsibility. All attributes that our MOT has demonstrated over and over again throughout the years.

First, who were these heroes?

Dismantling the BT/BT Display: Lou Bragaw, Sam Carr, Doug Pollock, Art Shean, Carlton Spring, and Ken Thorson.

Assembling the GFMRC Train Show Display: Lou Bragaw, Sam Carr, Frank Folker, Ed McCreery, Doug Pollock, Art Shean, Carlton Spring, Gene Thayer, Ken Thorson, and Ernie Vanna

What was the plan?

Thursday evening, April 23rd after completing the BT/BT layout set up, Sam Carr, Doug Pollock, Art Shean, and Carlton Spring loaded their vehicles with the equipment needed for the GFMRC Train Show display.

Friday, April 24th: From 10am until 1pm the BT/BT operating crew ran G-Scale trains. Then at 1pm the BT/BT Team pulled the power cords and began disassembly. Shortly after 2 pm they had the entire layout disassembled and packed. By 2:30 they were released to grab lunch enroute from the TPL to the MTA H.S. gym.

At 3pm, Friday, April 24th, the GFMRC Team arrived at the MTA Gym and unloaded the equipment from Sam, Doug, Art, and Carlton's vehicles. With design plan in hand, Carlton, Sam, and Doug rallied the assembly crew and began setting tables, table covers, roads, and track.

Around 3:30pm, April 24th, Art returned to the TPL to load the G-Scale equipment, made a last minute inspection of the TPL Community Room, and released the facility as found back to the library staff. Around 4:15pm he returned with the loaded trailer.

At 7pm, April 24th, Margo Robinson, the GFMRC Train Show Coordinator, showed everyone out of the MTA gym for the night. By 7 pm despite some delays and design modifications, the layout was essentially ready to run to include trees and vehicles.

Shortly after 8am, Saturday, April 25th, Art, Doug, Carlton, and Sam arrived at the MTA gym to add some wiring, test the engines, and clean up around the layout. All was ready well before the appointed start time of 10 am. In fact, most of the crew had time to wander through the vendors for early purchases before we powered up for the day.

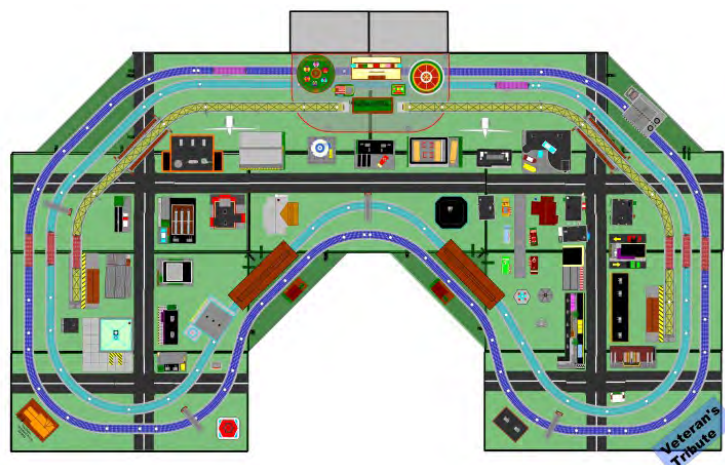
Concurrent with the layout touchup, Jeff Jacobs and Dave Hodgkiss set up the two table M3R Recruiting and Club Car Sales Station adjacent to the layout. This included the 50" TV with computer to display Carlton Spring's recently completed M3R Club Overview/Recruiting video.



From 10am until 3pm, April 25th we ran trains and the Recruiting Video without any significant issues.

At 3pm, April 25th we dismantled, packed, and loaded our equipment and were on the road by 4:30pm. **Mission accomplished!**

2026 GFMRC Spring Train Show Design



Our 10'x18' GFMRC Spring Train Show layout offered two loops and two elevated point to point trolley lines using 120+ feet of Lionel FasTrack. It covered 171+ square feet of area using nine 2.5'x6' plastic folding tables, four 30"x30" Inner Corner Fills (ICF), and 50 feet of 6" wide black asphalt roads. In total the layout displayed sixty three buildings and accessories. The final product looked as follows:



Some Key Layout Features:

- **Symmetric Design:** The tables and many buildings and accessories were placed in pairs to mirror each other along a line perpendicular to the back wall and radiating outward toward the main floor centered on the Ferris wheel and raised platform. These included the wind generators, covered railroad bridges, train stops, M3R illuminated Over-The-Track signs, and "Do Not Touch the Trains" signs. It also offered an indentation along the line of symmetry for visitors to move inside the layout for close observation of the action. This last feature worked well for one gentleman in a motorized wheelchair.



- Continuing the theme of paired objects, the elevated trolley lines each terminated at a raised Trolley Platform and both past over G-Scale steel truss bridges with simulated stone abutments.



- Jeff Jacobs brought the M3R Barber's Pole sign to display between our model train layout and the Recruiting tables. Doug Pollock wasn't too sure how to assess its presence.



- Now that Lionel restocked repair parts for the wind generators we were able to return a second generator to the display as in the past.

- Some lesser used buildings appeared on our tables for this show including: J. Shepards Dog Food Factory, Schneider's Freight Warehouse with operating forklift, and Maine School Administrative District No. 75 Bus Maintenance Facility. Coincidentally, the MTA High School is part of MSAD 75.



- We also included some continuing regular items such as Doug's Veterans Tribute with Salvation Army Band, the food court, and the Carvana Used Car Dealership – Carlton's favorite.



- On the tracks, Carlton Spring ran a neat blue Conrail Diesel with a B&M consist on the inner loop. On the outer loop, Sam ran a Club car consist.



- However, the most interesting vignette unfolded on Main Street. Two vehicles collided creating a significant stir and a response from the fire, police, and emergency medical response teams. Not sure how the accident occurred but we called on Dave Hodgkiss for professional advice as to how the vehicles ended up in their “as found” locations. Not sure if the VW bug was flipped onto its roof and spun but its direction appeared weird. Regardless, excess speed was clearly involved in a highly congested area.



As usual, Sam and Carlton put our LionChief Controls to good use. The kids couldn't get enough time running the trains.



The Show

Margo Robinson, the GFMRC Train Show Coordinator, continues to offer well run train shows each Spring and Fall. Her tightly managed affairs offer train enthusiast many vendors and elaborate model train displays. Her shows are well worth the \$5 admission fee. The Spring 2026 version in the MTA Gym was no exception. Located in Topsham, it provided easy access from Interstate 295. Despite the beautiful day, the crowd showed up early in abundance.





Believe it or not! The show offered two, yes two O-scale model train displays. The GFMRC provided a small tubular track version to complement our larger FasTrack model.



Richard Ridolfo and Dana Lindsey were among the crowd of vendors. Dana had a prime location across the aisle from the M3R layout and Recruiting tables. The show also brought out one of our younger, older, and newer members, Ronan Davis-Knowlton, Lloyd Neal, and Matt Boyle. Bernie Pender stopped by as well to check out the Recruiting tables.



Photography by Sean & Spring

PREVIEW OF UPCOMING TRAINING EVENT - Legacy Operation

Mark Lasher and Rick Hills will be leading a major M3R Training Opportunity for the Maine3 Railers Club members at the Curtis Memorial Library, 23 Pleasant Street Brunswick, ME 04011 on **June 24, 10-3:00pm**.

This special event will focus on getting the most out of using Lionel's Legacy system. Those attending will be shown how to operate advanced Legacy capabilities, use best practices, and how to troubleshoot. In addition, those attending will receive a unique detailed color 90 page user reference guide, a free upgrade of Cab2 bases and handhelds will be offered at the close of the session, and custom slides authored by Mark and Rick that are the basis of the training. Videos by industry experts will also be featured.

Key Focus Areas:

- Legacy History
- Phasing Transformers, Ground Wiring and Ground Planes
- Signal Interference Solutions
- Cab 1 and Cab 2 Button Refresher
- Legacy Engine Unique Features
- The Fun Operating Stuff:
 - Sequence Control
 - Momentum and Feedback
 - Lash-Ups
 - Remote Control of TMCC Accessories and Rolling Stock
 - TrainLink
 - Recording!
- Lionel Control System Overview and how to get started
 - Sensor Tracks
 - WIFI and Layout Mapping
 - Remote control of switches, accessories, and remote track sections (the ASC2)
 - Remote Block Control (the BPC2)
 - Switch Monitoring (the STM2)
 - Remote Motor Control (the AMC2)

Please bring your favorite Legacy Engine and Cab1 / Cab2 controller to the session, Cab2 bases if you need the upgrade.

Reservations are limited! Sign up now by emailing Mark Lasher and Rick Hills at treasurer@maine3railers.org or RSVP using Groups IO!

If you are not using Legacy currently, come anyway, as there is a ton to learn and you can meet face to face with your friends!

We offer knowledge not food! Please bring your lunch!





The View from Doug's Chair by Doug Pollock

Big Truck / Big Train Day – Friday April 24, 2026

Hi, If U missed the Topsham BIG Truck / BIG Train Day, U missed a great show. Everyone had a little hike because U had to park at the American Legion up the road. The walk was worth it. The town trucks were great, and everyone had a great time outside. And then when they came in for the Big Trains, they were G scale. I think it was one of the longest set ups we ever had. We had some extra help in both setting up and breaking down, which was great. We had a scavenger hunt which many enjoyed. As the folks were coming in, they were coming in the front doors and the back doors, and they were all having a great time. When they completed the scavenger hunt there was an elderly gentleman handing out tootsie pops, which was a lot of fun for young people and not so young. It was a great day for everyone with a lot of fotos being taken. At 1 pm, we broke the layout down and we left all the equipment there so that we could go to Mt Ararat to set up for the train show the next day.



Elderly Gentleman

Great Falls Model Railroad Club Spring Train Show – Saturday, April 25, 2026

We got there at 8am and started sprucing up the layout for our 10 o'clock show. There was a young lady that came around passing out what I thought was candy BUT it was small rocks. I think she was saying hello - more later on this. Again, we had extra help setting up which was nice. We did have a few small problems but eventually got them taken care of and had a very different setup than yesterday.

Jeff Jacobs and Dave Hodgkiss had a table next to the layout and they set up a TV. I thought they were selling it, BUT it was to show folks our model train set ups from other shows. We had people around the layout most of the time and vendors seemed to B having good sales.

It almost seemed like old home week. There were a lot of M3R members around most all day. It was great to see some of them again - good bunch of people. Margo Robinson, the lady who runs the show, was around making sure everything was OK. She does a great job! Overall, the show was a good time with good food too.



Margo at Work

Now for the rest of the story. When I got outside the same young girl from earlier came up to me and asked if I liked Dandelions. I said, "I like to look at them." She ran off to the wall bent down and came back to me and gave me a Dandelion she had picked. That really touched me and that is what the world needs more of. When I got home and sat in my recliner I said to myself, "What a Day we had and the folks who came had a good time as well!"

WAKE UP!! A man was fast asleep in the corner of a streetcar. The conductor shook him and said, "What street do U want?" The man opened one eye and said, "What streets do U have?"

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





A New Approach by Dana Lindsey

It seems that I am not one of those train modelers who build a layout and never changes it. Since living in our new home in Alexander, I have

used the same table (~13½ ft. x 9½ ft.), but changed the track layout plan and scenery three times in six years! Along the way I added new buildings and new features, but I rearranged and rewired everything three times. My experience is that after a while the trains sit dormant unless a friend or visitor comes by and wants to see my empire. My grandkids don't have a lot of interest in trains, so they don't run them at all. It seemed like a lot of effort for little return. So, I thought I would try something different.



Most Recent Table Layout 2024-2026

We have a room at the rear of our house which we call the four-season room. It was originally going to be a screened in three-season porch, but when I realized that the room faced north, I asked the builder how difficult it would be to

enclose the "porch" with walls and windows in order to keep the wind and snow out in the winter. He said, "No problem," since the trusses were going to extend that far anyway. This room has become the *de facto* entrance to the house where most everyone enters. It has its own heating zone and is used year round.

I discussed with my wife the idea of putting up a shelf layout in that room. I presented my preliminary thoughts of what it would entail. Since there are windows on all four walls, I knew I would not be able to attach the shelf to the wall but instead would have to attach hangers to the ceiling for shelf support. That, of course, means making holes in the ceiling! I was expecting a quick "No way!" from her, but, to my surprise, she readily expressed support for my wild idea! That immediately got the wheels turning to figure out how I could do this economically and practically.



Let the Hangin' Begin!

I began a search for shelving and hangers that would not be too heavy for the ceiling to support.

From my experience with my other shelf layout in the train room, I knew that lumber would be very heavy and awkward to handle. A few weeks went by until I was in Lowes and saw another customer leaving with a piece of wire closet shelving. Bingo! That was my answer! Twelve pieces of 6 ft. x 12 in. shelving would go around my 27½ x 11½ foot room and not be too heavy. But how was I going to hang it?

I looked at every source I could find for hangers, including YouTube videos of shelf trains and hardware suppliers. Nothing suited my needs. Then I got the brilliant idea of designing my own hangers and producing them on my 3D printer. So, I opened TinkerCad on my computer and began the engineering process of creating something that would work with the wire shelving. After carefully measuring spaces and diameters, I printed several prototypes, making small modifications with each run. I finally had a refined hanger that would fit between the wires and hang the shelving just below the window frame molding but not block the glass. I had to print these hangers in two pieces because it was too long to print on the plate at 13¾" total length. I could print two of each piece at the same time, or one set, per 3½ hour run. So, I set out to print 45 sets, or 90 hangers, for this project — in gray and not yellow. It took several days, but it was well worth it. The hangers are very lightweight and sturdy and only cost about \$1.50 each for filament.



The Final Hanger Design 13 3/4" Long



Toggler Anchors

I used a stud finder to check for trusses and electrical wiring before drilling. Fortunately, I did not encounter any wires behind the sheetrock and catastrophes were averted. To anchor the hangers to the ceiling, I used ¼" Toggler High Performance Anchors that I found at Lowes. They required a ½ inch hole in the sheetrock to get the metal anchor up through. The moveable plastic strips aided in positioning the anchor flat against the sheetrock once inserted. Then a plastic bushing would slide up against the ceiling securing the device in place. The plastic strips were then broken off flush with the ceiling. The package came with ¼ inch diameter screws that I used to secure the hangers.

Occasionally a hanger was positioned directly below one of the trusses and then I used a 3" drywall screw to attach the hanger. It took a good bit of measuring and patience, but I was able to get the shelving hung with some occasional help from my wife. Then I rolled out a 12" plastic liner made by the shelving company to make a smooth surface.

I decided to use Menards tubular track for this project. I am a loyal fan of Lionel Super O track (which I have on my table) but wanted O-72 curves on the shelf. Super O only comes in O-36, unless you're talented enough to modify it, which I'm not. I also didn't want Lionel Fastrack because it is very noisy and often has connection problems. I used Menards on my other shelf and have been very satisfied with its performance. I placed Woodland Scenics foam track bed under the track to help dampen the sound. It works very well at making a running train much quieter. Along with the track I purchased two of the Menards railroad crossings with lights and sound and two sets of insulated track. Both items are incorporated in the track plan and work perfectly.

Using O-72 curves meant that I would need a different bracket to support the curved track. So back to TinkerCad I went and developed one that would be wide and tall enough for a train to pass

through easily, be sturdy to bear the weight of the train, and hold the track in place to prevent any movement. I came up with this design which worked perfectly. I only needed six of these for the project.



Bridge Over Troubled Waters

I had three bridges on my table that I repurposed on the shelf. I was able to position the bridges between shelf pieces and add a bit of contrast to the layout.

Then I ransacked my table and moved most of the buildings to the shelf area behind the track. This was the reason I hung the shelving a bit low so that I could fit the buildings on the shelf and give the appearance of the train traveling through various scenes. To see the buildings from floor level, I had to 3D print risers in assorted sizes so that they weren't hidden by the track.



Curved Track Bracket



Things Will Be Great When You're Downtown



Let's Eat



Lookin' Good in the 'Hood



School is in Session

The photos above and below show that I have a town with stores, a diner, homes, school with a playground, gas station, police station, bus station, rail passenger station, church with a cemetery next door, car dealership, and a granary. Next is a fairground with some rides and food vendors. There is a coal mine and tipple further down the track. And finally, there is a campsite and farm with cows, tractors, and a dairy truck. Other accessories scattered along the pike include an oil pump, oil filling station, water tower, rotating beacon, baggage platform, operating switching station, electric towers, and a substation.



Is There a Ford in Your Future



Round and Round We Go!



Night Work at Sooty's Mine Shaft #12



Down Home on the Farm



Watch Out for the Horse and Buggy!



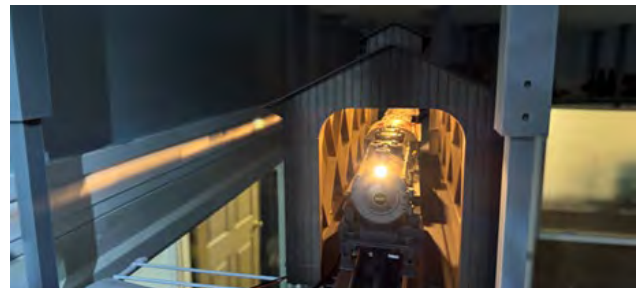
Waiting for the Train

Many of the buildings are from Menards, so I daisy chained them on two separate lines and connected them to two remote controlled outlets. The other lit buildings are wired in series and connected to the accessory port on a Lionel CW-80 transformer (newer version) putting out 14 volts. At present, track power comes from the CW-80. It is working very well, and I have not observed any power loss from one end to the other.

My ultimate plan is to run my Lionel Legacy Maine Central GP9 with a club car consist that I have been accumulating since becoming a Maine 3 Railers member in 2018. Then I will likely add in my Base 3 system so I can utilize all the Legacy functions of the engine from the Cab 3 app on my phone. One advantage of this design is that I can change to my Polar Express train at Christmas time and decorate the shelving in a Christmas theme. That will save me setting up a whole other layout and lots of floor space during the holidays.



MEC GP9 #562



Look Out! Train's A-Comin'!

There are still a few fine-tuning details to finish, like hiding wires and cords, and maybe find some more trees to "plant." But overall, I am very pleased with the appearance and function of my new shelf layout. Now when people come to visit, they will immediately be shown a new approach to model railroading. If you're ever Downeast, stop in and see it!



Joey Kelley's Chip Switch Layout by Jeff Jacobs

This month we look at a special project from Joey Kelley. Joe is a prolific fan of all things about trains and in particular Maine Railroads. His talents include photography and railroad research, but his hobbies also embrace railcars (speeders) and model trains.

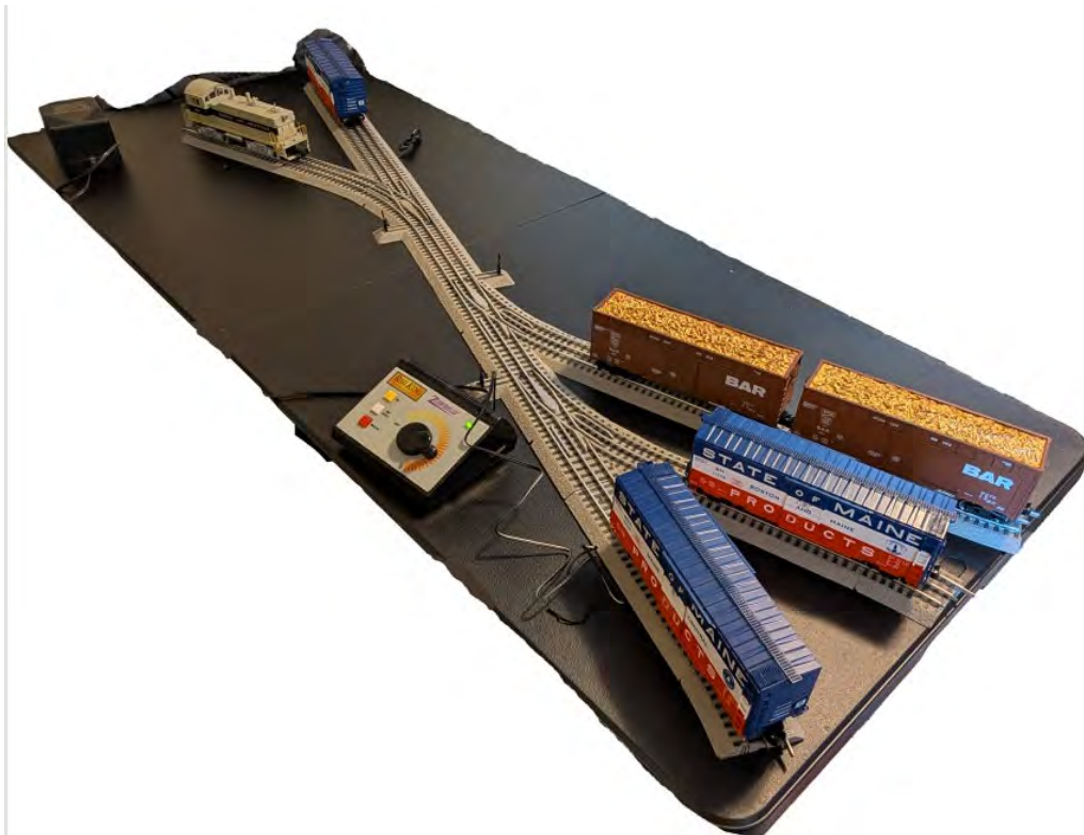
Joey has been the driving force behind bringing the Bangor and Aroostook RR employee magazine – The **Maine Line** back into existence. You can find this amazing publication free online and you won't be disappointed with the material it contains. Use this link: mainelinemagazine.joeykelleyphoto.com

In his latest issue (Vol 9 Issue 2), Joey details how he created an O scale layout with EXTREME space constraints. His project should resonate with many M3R members as he developed his plan using Lionel Fastrak and a single folding party table measuring only 30" x 72"! To accomplish that end, a modeling puzzler was resurrected. Joe began with the old John Allen "Timesaver" puzzle concept which pits a model engineer against a compact track plan to complete a switching assignment with minimal moves and time.

In his version (nick-named Chip Switch), Joey compacted the original Timesaver and gave it a "local" flair by mimicking the LeGrange wood chip transfer siding. The result was displayed at the recent Great Falls Model RR show, and several attendees took a shot at moving the cars to solve the puzzle.

The most recent "Main Line" covers construction of the model AND the history of the LeGrange transload operation just north of Bangor (LeGrange also appears on a corner of my own layout). With Joey's permission, here is a condensed reprint of his article:

CHIP SWITCH



This was not the first time I had tried to figure out where I would cram a layout into my living space and come back to the conclusion that it was impractical. Then something clicked. Months earlier, I

had suggested to a friend that he consider using folding tables as the benchwork for a new layout. The idea was that the track would be laid on the tables, secured to them, and the individual tables could be moved about easily, providing the ability to work on sections of the layout in his living room, then transporting them to his layout space when they were done. At the time, I had not considered it for myself. If I could build a layout that was on a six foot folding table, when I was not using the layout, I could simply fold it up. Now I could find space for a six foot folding table in my house, either using the table or leaving the legs folded flat and putting it on my coffee table or even on the couch. In fact, it would be portable. One person could easily manage it. I would have a layout that I could use both at home and on the road, and it would not need to be permanent if it could be stored and set up easily.

But how much could I realistically fit onto a 6 foot folding table? {Joey next turned} to XTrackCad! The first step was to find out exactly how big a six foot folding table was. A quick look at an Amazon Basics six foot folding table revealed that it was not actually six feet long, 71.8 inches to be exact. In a layout this small, a quarter of an inch matters. I set the size for the layout at 30 inches by 71.75. The question was, what would work in this space? XTrackCAD really is quite remarkable. I set the physical size and picked the scale. It immediately offered me the use of a track library containing Lionel FasTrak. This was what I had planned to use, and rather than having generic track pieces, this software had the track, and it's built in roadbed already included.

I began working with the idea of a three track layout, a single two car siding, and a pair of one car sidings. The idea being that the goal was that the contents of the two car track would end up on the single car tracks and the single cars would end up on the two car track. Not as unrealistic as it sounds. Imagine a small industry, say a tank car transloading facility that had to be crammed into a small space, resulting in two one car sidings and a holding track that had an equal capacity. I admit it's unlikely, but this layout was not intended as a fine scale model, it was a switching puzzle. A third switch, pointed the other direction, was added to provide a space to put one more car that would start on the track required to switch the other three. Now I had something that I felt was interesting, had some variations to it, and was small enough to meet my requirements.

I went through a few versions but wound up with the one below. One of the things I like most about XTrackCAD is that it also has a library of cars and locomotives that you can put on the layout. Then you can operate the layout, throwing switches, and really getting a feel for the layout before you start building it. Built around the idea of a 40-foot car, of which I have several, I figured this would be a really fun way to try different types of locomotives and rolling stock to find out what was possible. The small size would keep the cost down, and the folding table setup would allow for storage and ease of movement.

I began to get excited! In my head, I began to think of this track layout as the 'SpaceSaver' and homage to the Timesaver. But I decided early on that the four cars on the righthand side of the layout would be woodchip cars, making this the world's smallest woodchip operation.



The layout is named Chip Switch for that reason. After testing it in the software using a scale GP7 and with a reasonable expectation that it would work, the next step was to order the parts.

XTrackCAD has a feature to tell you the parts you have used to design the layout, so it was a simple matter of asking the software. I took the added step of including some additional short sections for the possibility of being able to extend one or more of the tracks to really push what you could put on a folding table. Of note, when I compared prices at one of the online hobby shops vs. eBay, almost everything was virtually the same price, particularly when one took into account the price of shipping from multiple eBay purchases. I was able to source the bumpers at the end of the tracks used. The total bill for track and switches was right around \$300; however, the purchase of used bumpers on eBay delayed progress by about a week and wound up saving only about \$20.

With the table and parts on order, there was little to do but sit and wait. After the track arrived, I was only able to hold off for about 12 hours - I had to know was this going to work? I had three major concerns:

1. Would the layout actually work as intended in the space available?
2. How would the track be attached to a plastic folding table?
3. Since the table folded in the middle, how would the split in the track be handled? Would I have to cut the track, or could I use some small pieces and hope that I could get it close enough to the split that the track would simply line back up when the table unfolded?

Never having heard of anyone trying something like this before, I was charting new territory. Once the table was unfolded, I began to assemble the track, checking that I was following the plan laid out in XTrackCAD. I was still waiting on the bumpers for the end of the tracks, and their necessity was proved by an incident involving one of my cats, one of the boxcars, and nearly the floor. The joy that I felt once I was able to switch this layout and prove that it worked in real life, not just in software, was incredible. You see, despite having decades of model trains under my belt, this is the first layout I have designed and built. Almost immediately, there were several problems. Two out of three of my concerns above proved to be serious problems, but a fourth cropped up that I had not anticipated.

On each of the Fastrack switches is a little switch stand that allows one to throw the switch. These stick up from the table about an inch and a half. They are very fragile and once broken, throwing the switches is difficult. They are not easily removed either, once the track is attached. Placing some sort of structure over them to protect them was a nonstarter; the chances of it working when the table was folded then slid into a car or truck were virtually nonexistent. Some sort of cover for the layout would add considerable weight and engineering challenges. Ultimately, this was the straw that broke the camel's back; the track would not be tied down to the table. It would be partially disassembled, stored,



and transported separately. This bypasses all the other concerns, and although it increases the time to assemble and disassemble the layout, it has the huge advantage of removing the stress of trying to move a layout folded up without breaking anything. One of the advantages of Lionel Fastrack is that it can be assembled and disassembled multiple times with no ill effects. The Maine 3 Railers club members build layouts at shows using a similar method, with each layout a little bit different and tailored to fit a specific space. Left and above: The straw that broke the camel's back the three switch stands that were unable to be removed, hard to protect, and resulted in the decision to simply remove the track rather than attach it.

Designing a layout is often trial and error! After what seemed like an eternity, the secondhand track bumpers arrived. To emphasize the point, the savings were only about \$20, the delay was between 7 and 10 days, and the used units were known to need some repair. In retrospect, the savings were probably not worth it. After putting the bumpers on the various tracks, the layout is significantly easier to operate, since one knows that the cars will not shoot off the end of the layout. Things were not all

rosy, however. The addition of the bumpers actually shortened the tracks, although slightly, from the configuration I had used during testing. Although switching the layout was still possible, the issue was clearance. Two of the tracks had their cars hit during operations. The solution was {turning one track} into short sections. Although the track plan had not included them, I ordered a pair of 3 inch straight sections, hoping to add an inch in the middle. This proved impossible. In addition, I had ordered a pair of 1 3/4 inch sections and a pair of 1 3/8th inch sections. Although I had only a vague idea that they might be needed, they fixed the clearance problem. In the end, both shorter sections were used, providing just enough length to allow the cars to clear. Looking back at the initial diagram from XTrackCAD, the couplers of the cars and locomotive hang into the bumpers. This effectively lengthens the tracks and is probably the source of the clearance problem. This is one of those times where reality and the software were not completely aligned.

At this stage, knowing all the clearance issues had been worked out, it was time to test some different locomotives. Up to this point, the only locomotives I had tested were a Williams NW2 and my MTH F3 #42. The latter had simply refused to work on the switches, and I eliminated it from the lineup. The goal had been to offer a low, medium, and high level of difficulty, changing the car and locomotive lengths in order to change the difficulty. A shorter locomotive and cars would make it easier to work through the layout's moves while longer ones would force certain decisions on the operator, adding time and difficulty. After all was said, I settled on a Williams by Bachmann GE 70 tonner, the NW2 already mentioned, and a Williams BL2. This combination proved to be very interesting, the BL2 is almost too long for the layout, while the 70 tonner is short enough to offer some different options in the moves required to switch the layout.

The next step was to wire the layout in such a fashion that it could be detached quickly and easily. Taking advantage of the existing banana plugs on the throttle, I decided this would be an all banana plug setup. When the banana plug splitters arrived, it was immediately obvious that I had ordered the wrong parts. Quite frankly, this was typical of this entire layout build. A considerable amount of time was spent simply waiting for parts. 48 hours later, the new parts arrived. This time, the installation went perfectly. The banana plug ends were attached via circle connectors crimped onto each wire of the two terminal tracks. One set of banana plug leads was plugged into each, and the splitters were plugged into the throttle. Everything went together smoothly, and the modular nature of the banana plugs makes the whole thing modular and quick to put together and take apart. All the red wires plug into red wires, and you can guess what the black wires do. One could argue that the wires are too long and that they look odd running over the table. Although that is undeniably true, this layout is a switching puzzle, designed for operation, and to be quickly assembled and disassembled.

Although one could place buildings and scenery on it, that would tend to impact the portability and ease of setup. When all is said and done, I feel I have crammed as much O gauge into the space as one can reasonably expect. I have built a layout that requires a bit of planning as to how to switch, and the strategy changes based on what equipment is used. I find it fun, and I hope you will too - come out and see Chip Switch at a train show, try out the layout yourself, and set a time in the Chip Switch Challenge! Track Parts List:

- 5 Lionel FasTrack 6-12014 10" Straight
- 3 Lionel FasTrack 6-12017 O36 Left Switch
- 2 Lionel FasTrack 6-12024 Straight 5"
- 5 Lionel FasTrack 6-12059 Earthen Bumper
- 2 Lionel FasTrack 6-37110 Terminal Section
- 2 Lionel FasTrack 6-12017 1 3/8" Track Section

Be sure to look up the entire issue of the Maine Line and read Joey's background story about the LeGrange Transload facility. The "Chip Switch" combination of modeling challenges which he overcame and its related Maine RR history, make this layout quite an accomplishment.



At left is the template I drew on bainbridge board for the factory building. At this point I chose Tichy Train Group plastic windows that scaled out at 48 inches wide and 96 inches high. This template helped me visualize the building on the layout. Drafting the template also told me that I needed 68 windows. Cutting the template window openings was the first of many tedious operations! The factory building is wider than a sheet of bainbridge board, so I built the factory in two sections...

I decided to construct both the loading funnel and the factory wall from my familiar 3/13" foam board faced with embossed plastic sheeting from Plastruct. Basic construction involved three steps: tracing the template onto foam board and cutting window openings, gluing embossed sheets onto the foam board, then flipping the assembly over and cutting the window openings in the plastic sheets.

Below is the loading facility, primed in gray paint. The structure is built of random stone; the gray eventually will be the mortar. I plan to paint the individual stones in a variety of brown colors.



The picture below shows both buildings as they are now, in place on the layout. Both are awaiting painting of the individual bricks and stones in the walls...



ALASKA RAILROAD By Tom Buckley

Last summer on June 11, 2025, my wife and I made our first trip to Alaska. We booked our trip with the Alaska Railroad (ARR) with the goal of traveling up the center of the state from Seward (southernmost point) to Fairbanks (northernmost point) which totals about 470 miles of rail line. Over 11 days we traveled 7 separate segments on the train with most segments being over 4 hours in duration.



Our stops were in various locations with overnight stays in either a hotel or lodge. We chose to ride the double-deck luxury dome cars which are exclusive to Alaska Railroad's Goldstar Service. Riding in the upper level of the rail car gave us expansive views of Alaska's landscape. The lower level had a galley with an adjoining dining room. At mealtimes passengers were dismissed from the upper level to go down to the lower level dining room for either breakfast, lunch, or dinner. Our train was always pulled by two SD70MAC locomotives. The Alaska Railroad owns 28 SD70MAC locomotives. They make up more than half of ARR's 51 unit locomotive fleet and are used in both passenger and freight operations.

On the first day we began by traveling southbound from Anchorage to Seward and we were able to view some of the most scenic mountainous areas of any of the Alaskan ranges. There was still a lot of snow on the mountains while we were there at the end of June. We passed several glaciers along the way including many waterfalls, streams, rivers, and lakes fed by melting snow and glaciers. In Seward we visited Kenai Fjords National Park and hiked a trail at Exit Glacier. The next day we took a 6 hour cruise aboard the vessel "SKANA" out onto Resurrection Bay and around the glaciers of Kenai Fjords National Park viewing various sea life which included whales, sea lions, otters and puffins. That evening we traveled northbound on the train with an arrival time of 10:15 PM in Anchorage for an overnight stop. The next morning the train departed for Talkeetna, Alaska. An arrival time of 11:05 AM enabled us to embark on a 3 1/2 hour jet boat ride that afternoon on the Talkeetna, Susitna, and Chulitna Rivers.



The next day after a 4 hour ride on the train we arrived in Denali, Alaska. With a 2 night stay in Denali we were able take a tour into Denali National Park, the home of Mount McKinley which is the highest mountain peak in North America with a summit of 20,310 feet above sea level. Then on the second afternoon the train departed at 4:00 PM from Denali Park Depot enroute to Fairbanks.

View of Upper Trail Lake from the train while traveling through Moose Pass

"Moose Pass Alaska got it's name in 1903 when a mail carrier driving a dog team was blocked by a large, stubborn moose and could not pass "

2026 population: 47 people

Each of ARR's 4000 numbered locomotives have a name on the nose. Locomotive no. 4003 is named "Spirit of Moose Pass"



Upon arrival at the Fairbanks Depot, we noticed the Tanana Valley Model Railroad Club has a HO scale model train layout inside at one end of the Alaska Railroad Depot. The layout is only open for a short time each day from 7:00 AM to 8:00 AM while the Alaska Railroad passenger train is boarding for a southbound departure. We could not enter the model train layout area because we arrived in the evening at 8:00 PM.



In Fairbanks we had a 2 night stay which enabled us to see several things. We stopped at Fairbanks Fire Station 1 and visited with the firefighters and toured their Fire Station. We also took a 3 hour riverboat cruise aboard "DISCOVERY III" on the Chena River which flows through Fairbanks, Alaska. The next day we took the Fairbanks Summer City Tour which included a visit to two local museums and a stop along a section of the Trans-Alaska Pipeline which runs through Fairbanks. The pipeline which was built in 1977 at a cost of \$8 billion is an 800 mile long 48-inch diameter pipeline which transports crude oil from Alaska's North Slope down to Valdez, Alaska on the southern coast. During the tour we also stopped at Santa Claus House in North Pole, Alaska.

Then later in the afternoon we boarded a plane for a flight from Fairbanks to Anchorage. On that flight the pilot flew at an altitude of 20,000 feet which enabled all the passengers to see the summit of Mount McKinley at eye level looking straight out the window of the airplane. On our last full day in Anchorage, we got back on the Alaska Railroad for a day trip to Whittier, Alaska. In Whittier we boarded the vessel "BRAVEST" for a final glacier cruise through Blackstone Bay. Other highlights in Anchorage included visiting Lake Hood Seaplane Base which adjoins Ted Stevens Anchorage International Airport. This is the world's busiest seaplane base which handles an average of 190 float plane flights per day and the pilots operate under the guidance of air traffic controllers at the adjoining Anchorage airport. We also visited the firefighters at Anchorage Fire Station 1 and the Alaska Fire Service Museum which was next door.

On July 15, 2023, the Alaska Railroad celebrated its 100th birthday. On June 30, 2023, the railroad had a 100 year anniversary logo placed on the nose and underneath the side cab windows of their actual locomotive no.4328. Just last year in May 2025 MTH Electric Trains released the Alaska O-Scale Premier SD70MAC Diesel locomotive no.4328. After returning home from our trip on the Alaska Railroad, I ordered the locomotive as pictured below and have added it to my collection.

Tom & Rhonda Buckley
Brooksville, Florida



-THE END-

Maine 3 Railers Upcoming Schedule of Events

2026

- May 07 Togus VA Medical Center ([Public](#)), Building 204, 1 VA Center, Togus, ME 04330. Set up 8-10am, trains run 10am-3pm, move out 3-5pm. (MOT)
- May 14 Augusta Veterans Home ([Private](#)), 35 Heroes Way, Augusta, ME 04330. Set up 8-10am, trains run 10am-3pm, move out 3-5pm. (MOT)
- Jun 24 Legacy Operations Training ([RSVP - Members](#)), Curtis Memorial Library, 23 Pleasant St., Brunswick, ME 04101. 10am-2pm. (Activities/Training Committee)
- Jul 11 Moxie Festival 2026 ([Public](#)), Lisbon High School, 2 Sugg Drive, Lisbon, ME 04252. Set up Friday, Jul 10 after day camp with trains running Saturday from 8am-4pm. (MOT)
- Jul 15 2nd Annual Summer Meeting! ([RSVP - Members & Family](#)) Bradbury Mountain State Park, 528 Hallowell Rd, Pownal, ME. 10am-2pm. (Activities/Training Committee)
- Jul 22 Visit/Tour – Bar Mills Model Company ([RSVP – Members](#)) 102 Towle St., Buxton, ME. 10am-2pm. (Activities/Training Committee)
- Sep 27 to Oct 03 154th Cumberland County Fair ([Public](#)), Entertainment Building, 197 Blanchard Rd., Cumberland, ME 04021, 9am-9pm daily with set up 8am on Sep 26 and move-out at 8am on Oct 4. (MOT)
- Oct 16 & 17 Baxter Library Book Sale ([Public](#)), Shaw Gym, 75 South St., Gorham ME 04038. Set up from 2-5pm on Thu Oct 15 and trains running from 9am-6pm on Fri Oct 16 and 9am-1pm on Saturday Oct 17. (MOT)

2027

- Feb 13 Annual Maine 3 Railers Model Train and Dollhouse Show ([Public](#)) 10am-2pm. Move in 8am Friday Feb 12, 2026. (Train Show Committee)
- Feb 17 Patten Free Library ([Public](#)), 33 Summer Street, Bath, ME 04530. Layout will be in the Community Room on the second floor. Set up 8-10am, trains run 10am-3pm, move out 3-5pm. (MOT)
- Feb 19 Vacation Week Model Train Display ([Public](#)), Topsham Public Library, 25 Foreside Road, Topsham, ME 04086. Set up Thursday, Feb 18th, 2-6pm & Friday, Feb 19th, 8:30-10am. Run Trains from 10am-1pm. (MOT)

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

- May 14 Monthly Club Meeting
- Jun 11 Monthly Club Meeting
- Jul 15 Annual Summer Meeting (In Person – 10am-2pm)

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” (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, 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

April 28, 2026

Many of you know, we are in the process of finalizing our 2026 Poland Spring Club Tank Car order with MTH. Our current club member price is **\$60** plus shipping. **Minimum pre-order quantity from MTH is 96.** Club pre-orders for our car are unfortunately behind expectations. We need 32 additional pre-orders, otherwise the Poland Spring car will be cancelled.

New Offer!

The club car committee has taken the following actions to increase pre-orders:

- 1) The **deadline for pre-orders has been extended** from April 30 to May 31.
- 2) **Quantity Discount!** For every two cars you order at full price, you will receive 50% discount (\$30 off) the third car!



Item Number	Description	Quantity	Price	Total
RD # 2620	Poland Springs Tank Car #1		\$60.00	
RD# 2622	Poland Springs Tank Car #2		\$60.00	
RD# 2624	Poland Springs Tank Car #3 One Car for each 2 Poland Spring Cars ordered		\$30.00	
	Shipping if desired \$12.00 first car Additional in New England \$2.00 each \$3.00 each outside of New England			
	TOTAL ENCLOSED			

NAME _____ PHONE _____

ADDRESS _____ CITY _____ STATE _____

ZIP _____

We need your help! Order a third car today!
 Don't miss out on this fantastic opportunity!! Send your check with this order form to:
 M3R Treasurer
 PO Box 31
 Amherst, NH 03031

Maine3Railers Elected Officers and Appointed Positions

Elected Officers and Executive Board Appointed Positions and Committees

2025-2026

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Bernie Pender
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At Large



Ernie Vannah,
ernie@maine3railers.org

Recent Past President



Gene Thayer,
pastpresident@maine3railers.org

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

Mobile Outreach Team (MOT):

Sam Carr, *Coordinator*
Gene Thayer, *Coordinator in Training*
Members: John Ash, Frank Folker, Jeff Jacobs, Doug Pollock, Art Shean, Carlton Spring, and Ken Thorson

Activities/Training Committee:

Rick Hills, Chair
Members: Jeff Jacobs, Dave Hodgekiss, Brian Inch, Mark Lasher, Bernie Pender, and Steve Tranni

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)
Art Shean (Mobile Outreach Events)

Webmaster:

Mark David, webmaster@maine3railers.org

YouTube Channel Master:

Carlton Spring,
youtubechannelmaster@maine3railers.org

Club Greeter:

Doug Pollock

Newsletter Editor:

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

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