



MAINE 3 RAILERS

M3R CLUB NEWSLETTER FOR JULY 2026

Our Next Meeting is Wednesday, July 15, 2026, from 10am until 2pm at Bradbury Mountain State Park, 528 Hallowell Rd, Pownal, ME. Watch for an invitation from our Club Secretary, Dana Lindsey.

CLUB HEADLINE NEWS

- **President Thanks Legacy Training Instructors**
- **Retiring Event Coordinator and Web Master Recognized**
- **Club Car Committee Announces 2027 Offering**
- **A/TC Reports on Cog Railroad and Norm's Hobby Shop Trips**
- **A Ride on the Rockland Branch**



A Message from the President from Bernie Pender

As the summer sun shines brightly and we celebrate the spirit of July, I hope this message finds you well and perhaps even enjoying some track time with your favorite locomotives!

July always feels like a special month, doesn't it? Beyond the excitement of national holidays and warmer weather, it's a fantastic time to reflect on our shared passion for model trains. Whether you're meticulously crafting new scenery for your layout, fine-tuning an engine, or simply enjoying the mesmerizing journey of a train circling its track, this hobby offers so much joy and creative satisfaction.

I was particularly impressed by the hands-on training provided on June 24th at the Curtis Library in Brunswick. The presenters were absolutely outstanding, and their wealth of knowledge is unmatched in this vicinity. Thank you, Rick Hills and Mark Lasher.

We have some exciting events right around the corner:

- **The Moxie Festival (July 10th – 11th):** Setup will take place on Friday, July 10th. Trains will run on Saturday, July 11th. This year, we'll be located at Lisbon High School in the Cafeteria with move-out starting around 4:00 PM.
- **Membership Meeting & Summer Event (July 15th):** Join us at Bradbury Mountain State Park. Gates open at 10:00 AM, and our in-person meeting will kick off at 11:00 AM. Please feel free to bring a dish to share! And RSVP ASAP.

I encourage everyone to support your club and join in on the fun. The folks who make these exciting events possible work incredibly hard, and they truly appreciate your presence and support! We always welcome members who want to step up and increase their participation.

All aboard for more great times ahead! I'll see you around the bend!

Bernie, President, Maine 3 Railers



From the Editor by Art Shean

Thank You for Your Service!

When you think of large organizations that have existed for a long time, the US Government immediately comes to mind. It has existed for 250 years in essentially the same form. Why?

First thing that comes to mind is the three branches of government that, when in balance, provide checks and balance to assure stability and continuity. The elected executive branch implements the laws, provides leadership, and sets priorities. The legislature represents the people, establishes laws, and apportions funds as they interpret the priorities. The judiciary oversees the actions of the others to ensure they follow our constitution and established law. However, in reality, very few of us actually interact directly with these three functions.

In my mind the real source of stability in our government and any organization is the civil servants that function behind the scene and carry out the routine day-to-day functions. The department heads, town clerks, mail people, DMV workers, fire, and police are the people we see and interact with daily. An experienced and dedicated civil service runs and defines any organization.

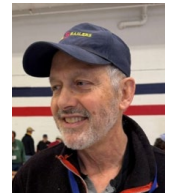
Likewise, the Maine 3 Railers remain strong and stable when other clubs around us struggle because we have a core group of seasoned committee chairs, committee members, and appointed officials. They perform their duties without fanfare with routine consistency. Often, we don't even know what or how they do their function but enjoy the results without understanding or appreciating the effort required to produce it. Yes, we have elected officers, but they come and go especially with our new term limit By-Law change. But our civil servants are the gears that run our organization. They serve, we benefit, and they cost us nothing.

This truth struck me as we face turnover in two of these long-term civil service roles – Web Master and Event Coordinator/Outreach Team Chair. Most likely, 80 plus



Sam Carr

percent of us cannot name who they are, nevertheless explain what they do for us. Mark David has been our Web Master since October 2023. Before that he was our Newsletter Editor. He will transfer his Web Master duties to Rocko Graziano in September. Sam Carr is stepping back from Event Coordinator with his last event at the Moxie Festival July 11th. Sam served as Event Coordinator for so long, no one can remember when he started.



Mark David

Our website is our face to the world. If neat, accurate, and informative, that message is clear and loud for the public and potential future members. It's a message we can be proud of and stand behind. Conversely if shabby, unkept, and inaccurate that message is likewise obvious.

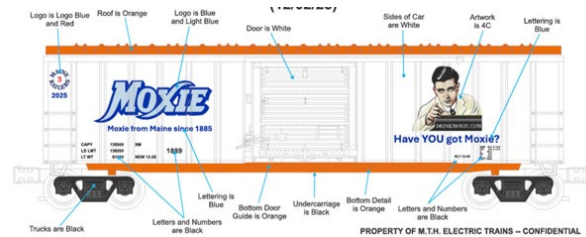
As Event Coordinator, Sam shined by ferreting out numerous opportunities for us to display our love of model railroading to the public. He arranged over 20 mobile outreach events per year, oversaw the scheduling of Club events to limit overlap, and coordinated resources necessary for each event. Few know that he pioneered our mobile outreach concept whereby we arrive by 8am and run model trains by 10 am in the smallest to largest venues in Maine. Just ask the residents at multiple senior and veteran facilities how smoothly their events unfolded and how it brightened their day when we arrived. Or the hundreds of kids and parents that oohed, aahed, and ran model trains at library and fair displays.

We owe both gentlemen our thanks. ***Thank you for your service!***



Club Car Committee Update by Richard Ridolfo

Moxie Box Car: The cars have shipped to MTH and are due in Baltimore in about 2 weeks.



Poland Spring Tank Car: The order is in to MTH. No delivery information yet.



M3R 2027 Club Car: The Club Car Committee chose a Bump-n-Go Trolley for 2027. The Trolley will depict the Androscoggin Electric Company Portland Lewiston Interurban #14 "Narcissus". Several of their Trolleys included Floral Names.

The Androscoggin Electric Company electric trolley line operated between Lewiston and Portland from 1914 until 1933 when the Central Maine Power Company left the inter-urban trolley business.



The member price will be \$70.00. The order form is available on page 18. Please send your order with payment to Rick Hills, PO Box 31, Amherst, NH 03031. Note: Checks will not be deposited until we reach the required quantity.





Activities/Training Committee (A/TC) Report by Chair Rick Hills

Members: Jeff Jacobs, Dave Hodgkiss, Mark Lasher, Bernie Pender, Steve Tranni, and Dana Lindsey

The committee continues to provide announcements using the Club Group Email System to ensure every member is aware of and given the opportunity to participate in the following upcoming Summer A/TC activities:

- 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 04093. 10am-2pm. (Activities/Training Committee)
- Aug 26 Joe Landry's Open House (RSVP - Members & Family) 19 Orestis Lane, Lewiston, ME 04240. 10am-2pm (Activities/Training Committee)



M3R Surplus Club Cars Still Available by Dave Hodgkiss

Some Cianbro and 4 Bay Hopper Summer Cars are still available for the absurdly low price \$30 each. 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

June was a quiet month for the Mobile Outreach Team with no events scheduled. Our next event will be the Moxie Festival held in Lisbon on Saturday, July 11th with set-up on Friday the 10th. Be on the lookout for the video link notice! Thanks for supporting our YouTube Channel.

M3R Website Update by Rocko Graziano

Hi everyone. I'm excited to be taking on responsibility for the Club's website and am looking forward to working with everyone to make sure it continues to be informative, useful, and easy to navigate. If you have any thoughts or suggestions for improvements, please drop me a line -- I plan to start working on changes after the summer ends.

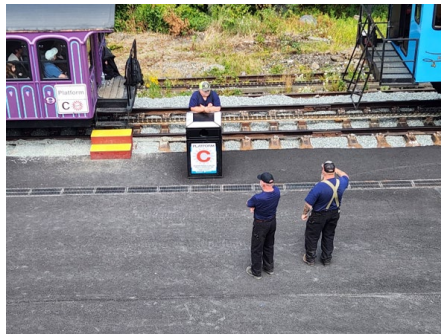
Cheers, Rocko rockofmaine4989@gmail.com

EVENT REPORTS:



Cog RR to the Top by Steve Tranni

On June 9th six brave souls from the M3R Club made their way to the top of Mount Washington. No, we did not hike our way to the top. We travelled the rails up the mountain on the historic Cog Railway, which is the world's first mountain climbing rack and pinion railway created in 1869. We met at the base station at 11:00 am, picked up our tickets and had our pre-trip lunch. At 12:00 noon we boarded our coach and prepared for a Bio-Diesel Locomotive to push us up the 28% avg grade ascent to the 6,288 ft summit.

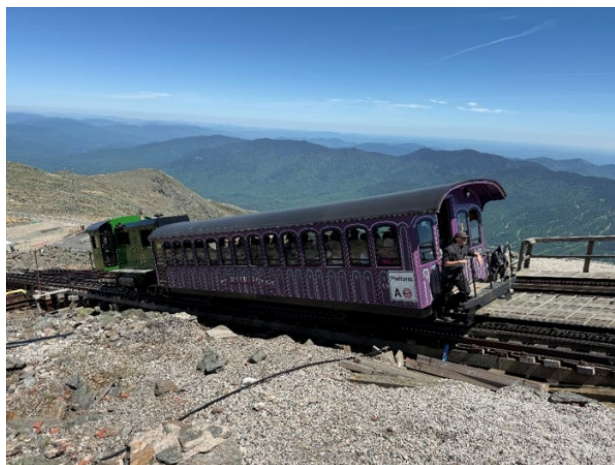


The Ascent

The ride up is not for the faint hearted. Slowly but surely each engine pushes their assigned passenger car up the steep incline with the engines cog wheels grabbing onto the rack in the middle of the track.



As we rose, the terrain transitioned from forest to low scrubs to rocky incline.



Halfway up the track splits to allow descending trains to pass.

Inside our car was quite comfortable but outside we passed over a few hazards.





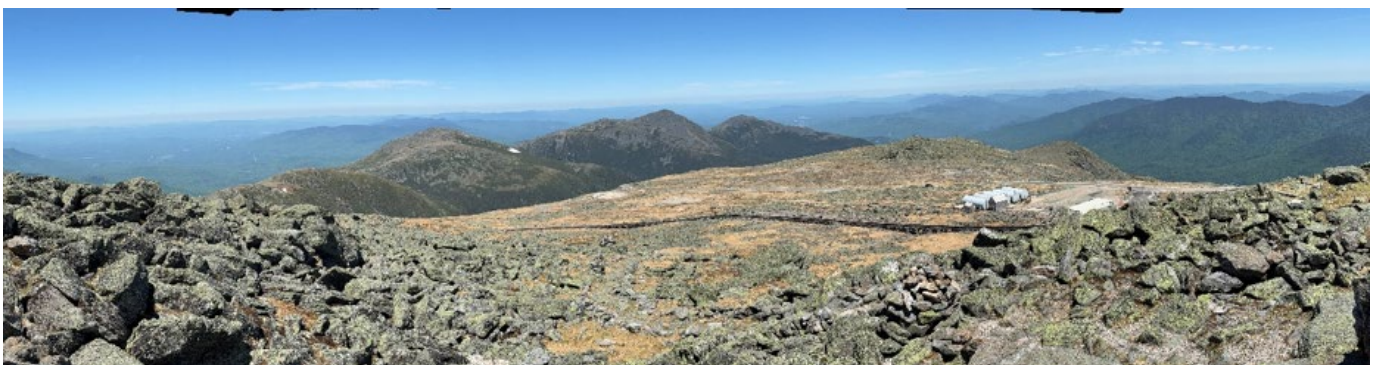
But we arrived at the top safe and sound.



Thanks to the powerful Bio-Diesel and Cog & Rack System.



The weather was perfect and provided us with a beautifully clear and sunny day. No cloud cover added to the incredible views we encountered of five states and one Canadian Province.

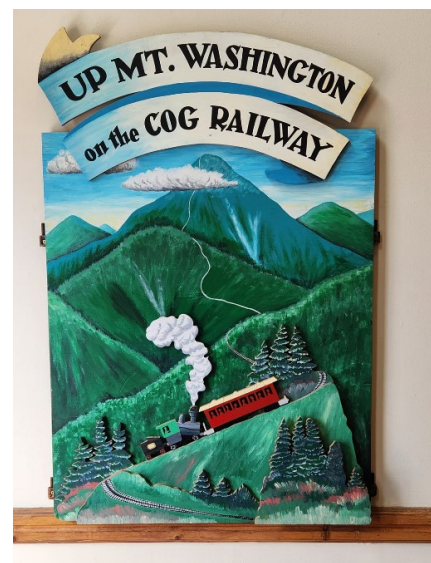




The visible states included New Hampshire, Maine, Vermont, Massachusetts, and New York. The views were breathtaking. On top we took some "Proof of Trip" photos to document our ascent to the top of New England.



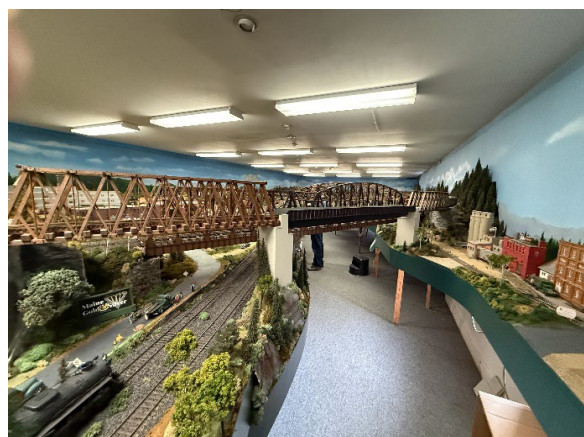
We all had a great time, and I believe everyone would agree that this is an adventure worth taking. The six brave souls included David and Cindy Christie, Bernie Pender, Colleen Serrada, Carlton Spring, and me, Steve Tranni.



TRIP TO NORM'S O SCALE TRAINS June 20, 2026 By Carlton Spring



On Saturday, June 20th, M3R Members Tim Averell, Dave Christie, Richard Hamlin, Dana Jipson, Joe and Irene Landry, Ed McCreery, Colleen Serrada, Carlton Spring, Jay Stone, and Steve Tranni arrived at Norm's O Scale Trains and O-scale 2 rail layout in Casco, ME. The following pictures are my attempt to give this magnificent layout its due. It's time to enter Moose River Valley ...







Lunch at Causeway Landing



Legacy Operations Training June 24, 2026

From 10am-2pm, Rick Hills and Mark Lasher hosted legacy training for ten M3R members at the Curtis Memorial Library, 23 Pleasant St., Brunswick, ME 04101.

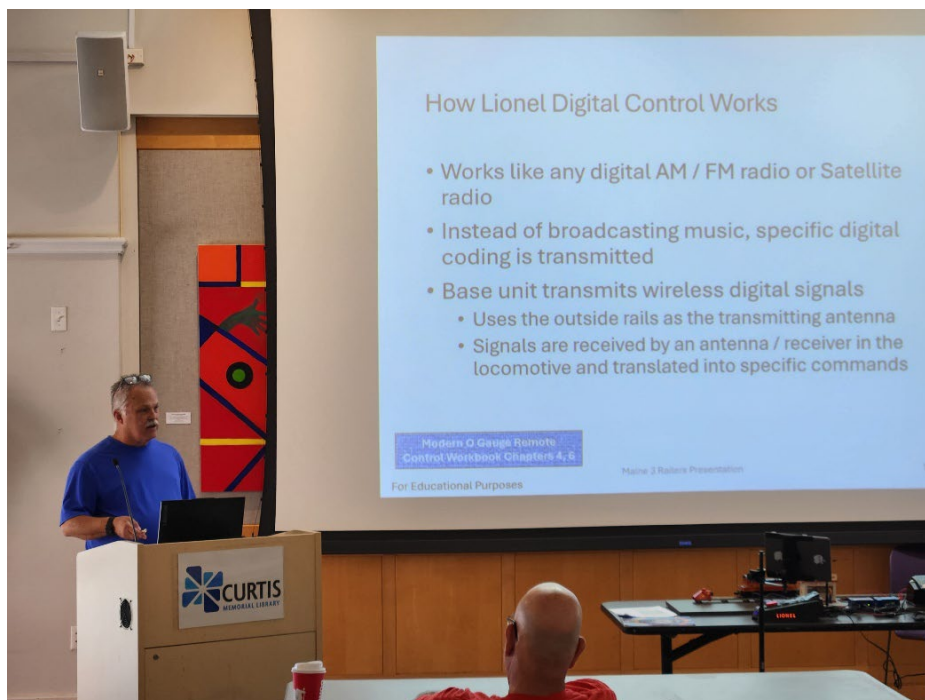
The training focused on getting the most out of using Lionel's Legacy system. Those attending were shown how to operate advanced Legacy capabilities, use best practices, and how to troubleshoot.

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)

Some attending brought their favorite Legacy Engine and Cab1 / Cab2 controller to the session.

The instructors were well qualified and provided professional grade instruction.



Those attending responded to the instruction with full attention, intensity, and an abundance of questions.



Future topics and sessions will be assessed by the Activities/Training Committee for future presentations.



The View from Doug's Chair by Doug Pollock

Well, I heard good reports on the different Club adventures this past month like the ride up Mt Washington and Norm's Train Shop. Sounds great! Wish I had been aboard.

Some Ramblings: The other day a friend of mine came to the door. He gave me a bag that had 4 pieces of the old track, an engine which needs an overhaul - Lionel 8201, a caboose, and a Burlington Northern 9141 open car in good shape. So that was a good day!

I was watching something on TV when they mentioned railroad apartments and had 2 look it up. It evokes images of vintage urban living and for good reason. These apartments are characterized by their long linear layouts with rooms directly connected one after the other. They are a staple of older cities like N Y, Chicago, & San Francisco. While they offer a unique charm and can be an affordable option, understanding their distinct features is crucial before deciding if this type of apartment is right for you.

Diagnostic Dilemma - A fish stabs a man through the throat and the base of his skull

As the man leaned over the side of the boat to remove a hook from the fish, it jumped and struck him in the mouth with its bill sending him tumbling backwards into the boat. He felt pain in his neck that radiated into his spine. At the hospital the surgeon immediately performed surgery and removed the sharp bill fragment that was firmly wedged in the man's skull.

Many years earlier a railroad man got a similar injury from a foreign object and underwent a similar operation. A gunpowder explosion sent an iron bar through his skull.

Phineas Gage, the fisherman, recovered but exhibited personality changes that the doctors attributed to his significant brain injuries.

Pay Up Bub:

An early New Hampshire law, later repealed, required railroads to pay farmers there asking price to cross there lands.

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



MODELU Layout Figures by Jan Williams

I recently received a package of O Scale figures from MODELU... this is not my first batch; I think these might be, if not the best available, certainly the most interesting figures on the market. The figures are of UK prototypes and are 1/43. They have an attractive website should you desire to shop.



The figures come still attached to their molding sprues – above left picture illustrates. Do not even think about attacking this project without a Xuron Sprue Cutter, or equivalent. I bought mine at Norm's O Gauge Hobby Shop. Above right picture shows my cutter, and one of the freed (but unpainted) figures. Cleaning up each figure takes a few minutes - it requires patience but not much intellectual input. (hint - cut the sprues, but not the legs).



A Ride on the Rockland Branch by Jeff Jacobs

Recently I took my Fairmont maintenance trackcar (speeder) for a ride on the old MEC Rockland branch.



For a part of the trip, I was accompanied by M3R Pres. Bernie Pender, and visited along the ride by the Ernie Vannah family.

As we crossed the huge Carlton Bridge over the Kennebec River in Bath, I thought it might be interesting to write a brief essay on crossing that river by trains.

A lot of the following information comes from a book by John Ascher titled "When the Maine Central RR Went to Sea"

The move to construct the Rockland branch got its start in 1849. When it finally reached Bath, just 8.5 miles east of Brunswick in 1868, it would come to be known as the Knox and Lincoln RR. By 1871 the line was at the shores of the Kennebec in downtown Bath next to the Bath Iron Works. At that time the line was progressing rapidly east and the ferry slips for both shores of the Kennebec were in place.

From Bath, a ferry named the City of Rockland, took the trains in pieces across the Kennebec to the Woolwich shore to the east. The line to Rockland would be a total of 56.7 miles, eventually ending at the Rockland waterfront in 1873. The branch is known for its many curves, grades, and road crossings, but the most notable part is the river crossing at Bath.

As the Kennebec was tidal, the train cars had to be loaded onto the ferry by adjustable ramps. (Generally the locos did not cross the river) To fill the space between the shunting locomotives and the subject cars, "dummy" flat cars were placed in between - thus spanning the adjustable ramps. The loading, ferrying, and unloading could occupy an hour or 2 depending on train length and weather on the river.

In 1891 the MEC started leasing the K&L line and by 1901 it had acquired the Rockland Branch outright. Several new ferry boats made improvements to the process over the years as Ascher's book illustrates. The final ship was the 243' Fernando Gorges, completed in 1908.

The trackage and yard at Bath were complicated as this print from Ascher's book shows. Bath freight, passengers, the ferry terminal, and the shipyard were all handled in a very compact space (today only the 1941 station and 2 tracks remain). The loading ramps were the 3 tracks leading to the large "V" near the top of the print (the Kennebec River's west shore is also at the top). The footprint of the Carlton Bridge ultimately ran from bottom to top right through this diagram.



By 1927 enough was enough and the Carlton bridge spanning the entire river (3000') was opened. Its lower deck was at railroad grade while an upper deck carried

north and southbound Route 1 auto traffic. Some 56 years of the “temporary solution” of using ferries to cross the Kennebec had ended.

Ultimately, the auto traffic on Route 1 increased as did the weight of diesel locomotives, so given its age and condition, the 1927 bridge was superseded upriver in 2000 by a modern ‘highway only’ bridge. This left the lower deck of the Carlton bridge to serve trains only and it is still lightly in use today. Since 1985 the State of Maine has owned the branch track and subleased it in 10 year increments to bidding RR operators.

So it was on June 20th of this year that the NEREX railcar club got permission from the current RR operators (Knox and Cumberland RR) to ride the line for 2 days. About 20 track maintenance cars and 3 pick-up trucks were involved.



The definite highlights of that excursion were the passages across the river on the old Carlton bridge.



And, to a lesser degree, the long causeway that crosses Route 1 and follows the Wiscasset waterfront.



The second ride on June 21st featured a stop at the WW&F narrow gauge RR museum in Sheepscot to ride their tiny steam train.



But that's a whole other story for another day!



The End

M3R 2027 Club Car Order Form

July 1, 2026

The Club Car Committee chose a Bump-n-Go Trolley for the 2027 car. The Trolley will be the # 14 "Narcissus" for the Androscoggin Electric Company, Portland Lewiston Interurban.

Item Number	Description	Quantity	Price	Total
#14	Androscoggin Electric Company Portland Lewiston Interurban		\$70.00	
	Shipping if desired \$12.00 Additional Cars in New England \$2.00 each \$3.00 outside			
	TOTAL ENCLOSED			

NAME				PHONE			
ADDRESS				CITY			
				STATE			
				ZIP			

Payment should be sent along with order form to Rick Hills, Treasurer, PO Box 31, Amherst, NH 03031 (Note checks will not be deposited until we reach the required quantity).



Maine 3 Railers Upcoming Schedule of Events

2026

- Jul 11 **Moxie Festival 2026** ([Public](#)), Lisbon High School, 2 Sugg Drive, Lisbon, ME 04252. Set up Friday, Jul 10 at 1pm with trains running Saturday from 8:30am-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 04093. 10am-2pm. (Activities/Training Committee)
- Aug 26 **Joe Landry's Open House** ([RSVP - Members & Family](#)) 19 Orestis Lane, Lewiston, ME 04240. 10am-2pm (Activities/Training Committee)
- Aug 29 **Annual Model Railroad Days at Seashore Trolley Museum** ([Public](#)), 195 Log Cabin Road, Kennebunkport, ME 04046, 9:30-4pm (MOT)
- 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, 2027. (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 (Meetings start at 7 pm on Zoom except July 15th):

- Jul 15 **Annual Summer Meeting (In Person – 10am-2pm)**
- Sep 10 **Monthly Club Meeting**
- Oct 08 **Monthly Club Meeting**

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 Elected Officers and Appointed Positions

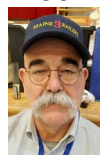
Elected Officers and Executive Board Appointed Positions and Committees 2025-2026

President



Bernie Pender
president@maine3railers.org

Vice President



Dave Hodgkiss,
vp@maine3railers.org

Secretary



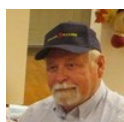
Dana Lindsey,
secretary@maine3railers.org

Treasurer



Rick Hills,
Maine 3 Railers
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

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):

Gene Thayer, *Event Coordinator*
Members: John Ash, Sam Carr, Dave Christie, Frank Folker, Jeff Jacobs, Ed McCreery, Doug Pollock, Art Shean, Carlton Spring, Ken Thorson, & Ernie Vannah

Activities/Training Committee:

Rick Hills, Chair
Members: Jeff Jacobs, Dave Hodgkiss, 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:

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webmaster@maine3railers.org

YouTube Channel Master:

Carlton Spring,
youtubechannelmaster@maine3railers.org

Club Greeter:

Doug Pollock

Newsletter Editor:

Art Shean
artshean@comcast.net

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

Maine3Railers

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