



MAINE 3 RAILERS

M3R CLUB NEWSLETTER FOR JULY 2023

NEXT MEETING IS THURSDAY, September 14, 2023, at 7:00PM on ZOOM. Watch for the email from Dana Lindsey with the link to join.



President's Message by Gene Thayer

Last month I had the pleasure of handing the special Dave Kenyon decorated M3R cabooses to Rick Hills and Mark David for their service on the M3R Executive Board. It all took place at Mark's Open House on June 17th.



I gave Harry's caboose to him June 23rd at his house. These are well deserved thank you gifts. Thank you again to them from the membership.

There is no regular membership meeting for the month of July, but we have a great event on Sunday July 16th. The Club will have a model train and classic car cruise-in on the parking lot a/k/a Front Street on the Kennebec River in Augusta. Member Brian Inch will be opening his shop on Water Street to the members. I've been there and you will see a great layout and will learn a few landscaping tips. Of course, there will be trains for sale there also.

Hopefully we will have better weather by then. See you there.

UPDATES



M3R YouTube Channel Update by Channel Master Carlton Spring

June continued to be busy for Engineer 29. The first event was the very successful Train Room Open House hosted by Mark David on Saturday, June 17th. His post war layouts are very impressive. If you missed visiting the layout or viewing the video, here is the direct link:

<https://www.youtube.com/watch?v=dfD6Edse0zA>

The highlight of the day was the presentation by M3R President Gene Thayer to Mark and Rick Hills of their M3R custom painted caboose for their service to the club as Secretary for Mark, and Treasurer for Rick, and service on the Executive Board for both. Here is the link to the video:

<https://www.youtube.com/watch?v=Qz1TUCvbNnA>

The final event for June was the Portable Unit's annual visit to the Thomas Memorial Library in Cape Elizabeth on Wednesday, June 21st. As usual, a fun time was had by all. The link to this video is: <https://www.youtube.com/watch?v=pBA6rMbvv10>

Our next event is our participation in the Moxie Festival on Saturday, July 8th. We set up in the MTM Community Center Friday evening, July 7th starting at 5 pm.



M3R Website by Webmaster Tom Hartwell

Nothing earth shattering this month. We had enough drama last month to last the Summer. The website is current for all activities, both past and scheduled. The new "Upcoming Events" module is working well.



M3R Activity Committee by Rick Hills

The Mark David Postwar Layout Tour!

On Saturday, June 17, our first Model Layout Tour of 2023 occurred at Mark David's house, barn, and train room in Warren, Maine. Twenty-three plus Maine 3 Railers attended coming from as far as the Canadian border, Wells, and Southern New Hampshire. We also had the grandchildren of Dana Lindsey attend, who were very active with the accessories on the layout.



Initial Impressions:

Walking into Mark's train room you are initially struck with the soft red/green glow of all the switches, lights, and controls, the ozone of the many e-units operating and the smell of smoke pellets/oil/grease, all characteristic of the postwar era.



It's like you are back in the 1950s as a kid again. The train room is really spacious with plenty of room to observe/operate and to converse. The train room also has a nice, dedicated workspace with all the tools and parts needed for repair and restoration.



History:

Mark began his layout in 2018 as a major retirement project. He began by installing the original 4 by 8 layout that he and his father set up every year during the holidays which followed a design in the 1957 Lionel catalog. Mark's control panel for the 4 by 8 is the original one his father and grandfather built in 1959.

Mark then added an 8 by 20 that now runs five trains conventionally. The layout is loaded with postwar operating accessories, engines, switches, controllers, tinplate track, passenger/freight cars

and antique 1950 era Plasticville buildings. Mark designed and installed beautiful wooden trestles many of our visitors were excited about.

Postwar Motive Power:

The stars of Mark's show were his Lionel 773 Scale Hudson (the only scale postwar steam locomotive made by Lionel, cataloged in 1950 and 1964) and the City of Denver Streamliner, from 1937. There was also a demonstration of two Lionel #50 gang cars on one track wildly bumping and chasing each other.



773 Scale Hudson



City of Denver Streamliner

Mark's Philosophy:

Mark believes that the postwar era models will "outlast all of us and probably all the modern era trains", mainly because they are so simple and durable. He loves to collect and restore postwar models, so they operate "better than new". Mark has received many postwar models from friends, via shows, and auctions.

Mark takes pride in restoring engines, accessories, switches, and even ancient Lionel transformers. Mark explained how repairing the #342 culvert loader gave him great satisfaction and a side benefit of a better understanding of postwar mechanics.



Mark led us on a complete tour of his collection and even the famous “back closet” where many postwar treasures are hidden.

Other Interests:

Mark’s ability to run and restore postwar trains isn’t his only passion. He collects antique boats, outboard motors, and restores them as well. Mark gave us a tour of his 4 antique boat and 9 outboard motor collection he has restored and his fabulous workshop.





What a wonderful day for all and thank you, Mark David for opening your home and sharing with us!

We hope this tour will inspire members to attend future layout tours (there are four more layout tours scheduled in 2023) and other core events.

Please also sign up to host a tour of your layout! Contact Bernie Pender, Dave Hodgkiss, Mark David, Rick Hills, or Jeff Jacobs if interested.



From the Editor by Art Shean

Thank you to Tom Hartwell, Rick Hills, Jeff Jacobs, Dana Lindsey, Neal Lloyd, Doug Pollock, Carlton Spring, Gene Thayer, Ken Thorson, and Jan Williams for their contributions to this month's Maine 3 Railers Newsletter. Without their input we would not be able to share with you, our members, all the exciting activities now happening in our Club. They continue to participate in our various activities, then take the time to record what they see and hear without any other motivation than to inform you of their observations and thoughts. Bravo and a few Hear, Hears to them all.

Do you know what irritates me a great deal? When I pay good money for a product, food, or service then the seller has the audacity to want me to work for them by completing a survey or questionnaire so that they can refine their product. Some try to soften their egregious intrusion on my time by offering a free sandwich or gimmick like entering me into some kind of drawing for a fantastic gift. No way! They are in the game for the money so figure it out on your own, big guys!

On the other hand, our Newsletter contributors don't make any money but work for you because they like you and love our hobby. So, if you want them to continue informing you of our activities and by so doing recording the history of our existence as a Club, let them know you like what they offer and want more of what they write for you.

Our Club Group Email system is an easy and convenient way to do just that. Communicate with our contributors and it will pay dividends.

EVENT REPORTS



Just One of Those Days! By Art Shean

The Woods at Canco, Canco Rd, Portland, ME June 7, 2023,
10am-3pm with setup 8-10am.

It's the little things that accumulate and characterize your day. For John Ash, Sam Carr, Jeff Jacobs, Doug Pollock, Art Shean, and

Carlton Spring the 2023 trip to the Woods at Canco began like any other mobile layout adventure - vehicles loaded and ready to roll. But slowly, step by step, despite our best efforts, the day slipped from great to average.

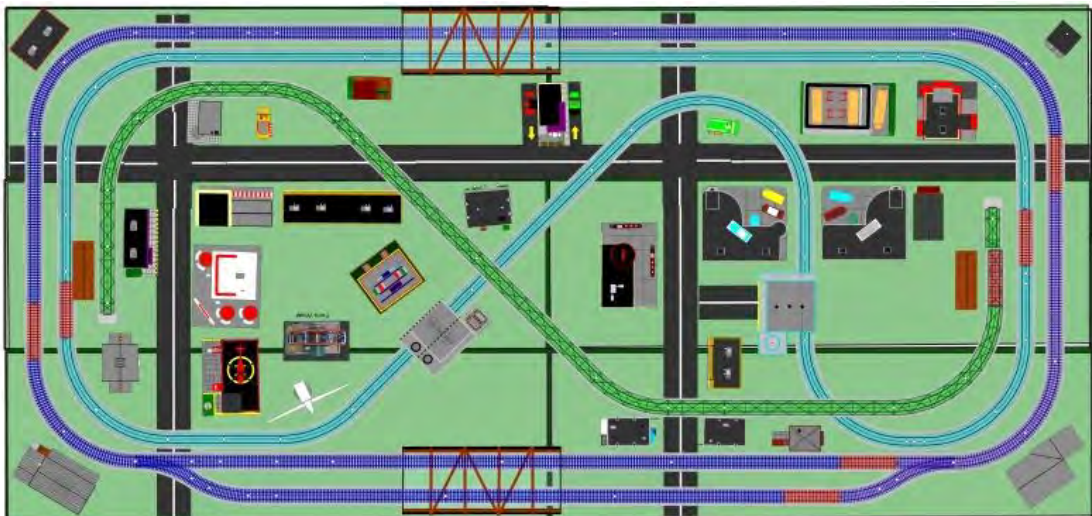
On the way from Topsham to Portland, Doug Pollock and Art Shean headed south on Interstate 295 and maneuvered behind a semi-trailer to make the turn onto Baxter Boulevard. To our surprise the truck turned off as well. Not only did he turn ahead of us, but he also stayed in front and turned onto Washington Avenue.

With heavy traffic and multiple lights, he continued along in front at an excruciatingly slow pace then proceeded to turn left onto Canco Road. It seemed like an eternity for him to make the turn with the heavy traffic. At that point Doug questioned whether the driver



was planning on making a delivery to The Woods at Canco. The driver didn't but instead just passed by the entrance to our destination. But as we entered, we discovered the Woods at Canco bus was parked right in front of where we planned to unload, and the driver was not scheduled to leave in the near future. In fact, he did not appear to move the entire day.

After Sam, Carlton, and Art unloaded their vehicles, we began to arrange the tables provided by the Woods. Based on last year we expected three 8-foot folding tables and three 6-foot tables and planned on having a 2-foot gap to display multiple wood truss bridges, a new simulated concrete arch bridge, and an overhead crossing girder bridge for the trolley to pass over the gap. What we found were six 8-foot tables. Per Jeff Jacobs suggestion, we promptly scratched the gap and placed the tables end to end and only used two truss bridges as architectural features per the "as built" drawing below:



After setup the “as built” layout included an outer loop with a siding, an inner loop with a lazy deep indent, and an “S” shaped elevated trolley line stretching from end to end. On the outer loop we alternated a Club car consist with Carlton Spring’s MEC Freight consist. On the inner loop, we ran Carlton’s sleek B&M passenger consist.



With the removal of the 2-foot gap in the middle of the tables we had plenty of room to display some previously used as well as some new structures and buildings. We continued displaying the Dana Sullivan Memorial Wind Generator. It adds a modern touch with movement to catch guest attention. Likewise we displayed several carnival rides. These usually do well with the senior crowd arousing memories of times long past. We also displayed multiple Menards buildings for their lighting and action. Prime examples were Carlton’s power plant with cotton smoke, Pepsi bottling plant, and MTH DQ and school house. Of course, the sullen gentleman in the lower right photo does not count since he shows up for every mobile layout.



Dana Sullivan Memorial Wind Generator and Lemax Ferris Wheel

Our newest offering included dueling Menards automobile dealerships - Valley Motors and Fury Motors placed across a railroad track from each other.

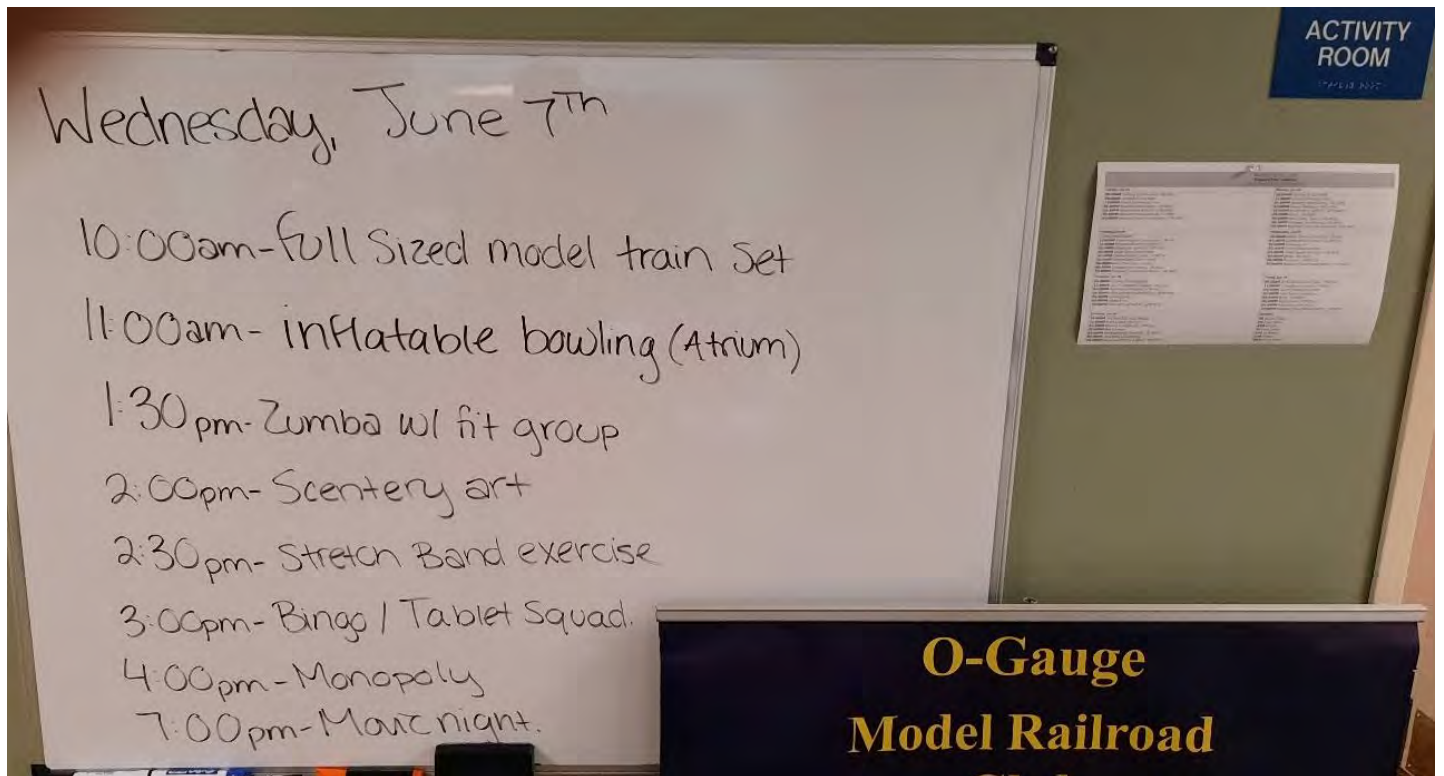


Throw in a few fast-food joints and you get the drift.



Overall resident traffic for the layout was light. One reason maybe that the Woods have a new Activities Director who appears to really take her job to heart. As you can see from the posted schedule below, she scheduled a full slate of events for the day with only the first hour dedicated to our display. Fortunately, she was able to move the bowling, zumba, and other events outside the activity room where we were setup to the lobby.





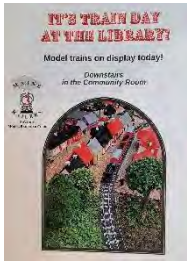
As noon approached, we were anticipating eating lunch in the Woods' spacious dining room. But alas, our hopes were dashed, and we sought out alternate fast-food restaurants in the area for sustenance.



The last challenge of the day occurred after lunch when we learned that we had to vacate the activities room for the BINGO game scheduled at 3pm. With this news, Sam made a command decision to terminate our display at 2pm rather than 3. Even with our experienced crew we were extremely challenged to disassemble and move our equipment out of the activities room. We barely made it with just a few minutes left for the Woods resident Bingo players to select their favorite Bingo location and chair for the start at 3pm. To accomplish this feat, we moved everything out into the lobby by 3pm and then proceeded to pack our vehicles.

To say the least, we had an interesting day.

Photography by Art Shean & Carlton Spring



The Disney Character Scavenger Hunt Returned to the Cape by Art Shean

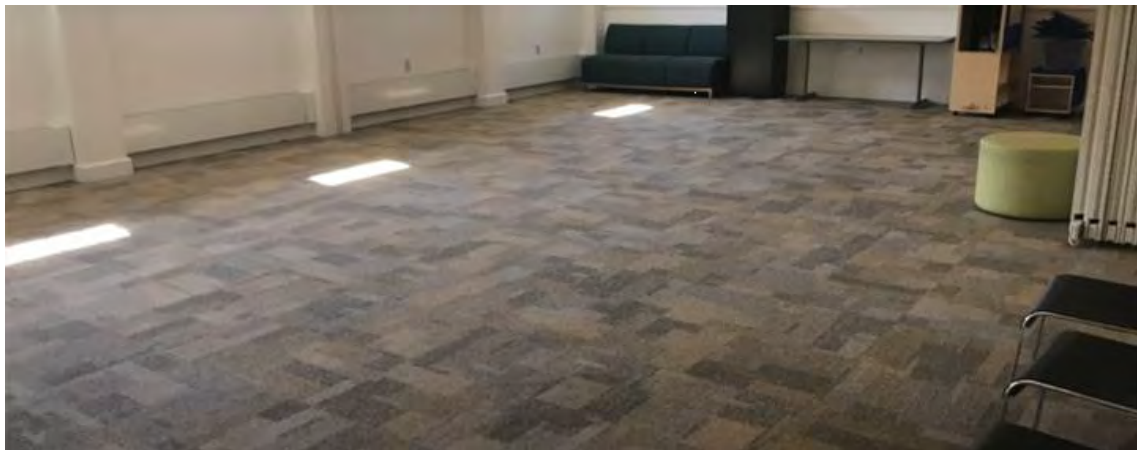
Thomas Memorial Library, 8 Dyer Road, Cape Elizabeth, ME 04107

Setup: Wednesday, June 21, 8-10am with trains running from 10am - 3pm.

The crew: John Ash, Sam Carr, Tom Hartwell, Jeff Jacobs, Doug Pollock, Art Shean, and Carlton Spring



The Thomas Memorial Library is one of our better venues for running trains. They offer a spacious activity room with ample tables on wheels that fold with the touch of a lever.



Not only that, but the restroom is just outside the door and the Children's Library is just down the hall. The only minor flaw is the location is a half floor below ground level and requires the use of an elevator to move stuff from our vehicles to the activity room. The time saved from moving tables clearly offset the minor inconvenience of using the elevator.

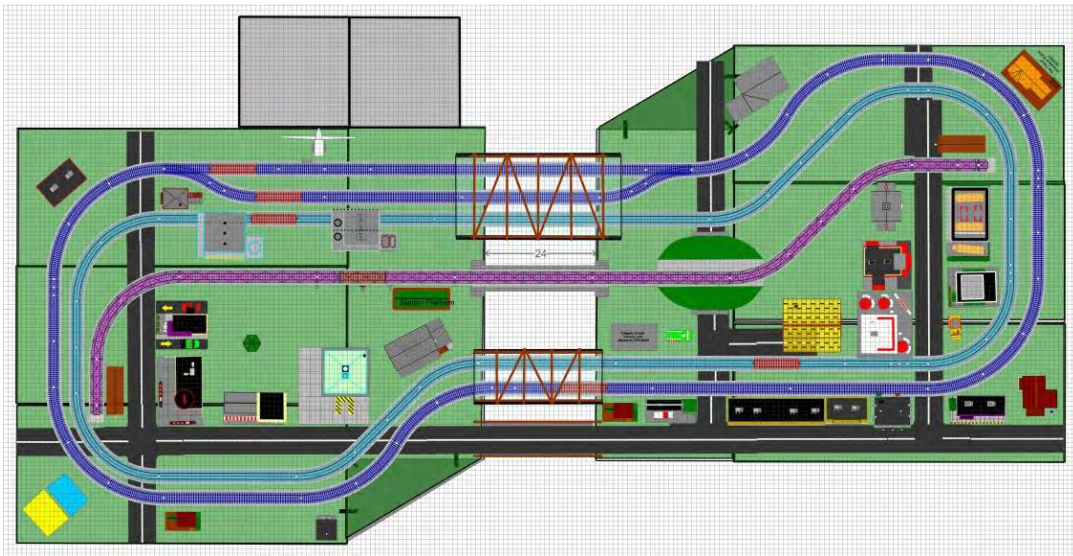
Our host arrived promptly at 8am to open the doors and we unloaded and began setup in short order.





Our layout plan included two identical islands of 4 tables and an inner corner fill connected by multiple bridges crossing a 2-foot gap. Construction went smoothly and we were ready for visitors before 10 am.

In total we laid 117 feet of Lionel FasTrack on the 9'x19' layout covering 139.5 square feet of tabletop. We had an outer loop with siding, inner loop, and an elevated trolley that ran the length of the tables. On the middle rear island, we placed the Club MTH Over/Under tunnel with a road underneath and the trolley running over the top.



This display introduced two new features: 1. Rather than powering the wind turbine from a separate power supply we used a Lionel FasTrack 6-81314 block lock-on track. Worked well and clearly

reduced setup time. 2. We added a 30" simulated concrete arch bridge for the trolley to cross the 2-foot gap. The bridge was sturdy, exactly 5 ½" high to match the Lionel trestle sets used to elevate the trolley line and provided a stable platform mid-way through the trolley line. Not sure if the bridge made the difference but the trolley ran the entire day, stopping as expected at the Special Trolley Announcement Track without operator intervention. First time this season!



Learnable lesson forgotten: Don't run a road along the edge of a table. If you do, the kids will play with the vehicles displayed on it.



Regardless of these innovations, the kids came to see the trains and enjoyed finding the scavenger hunt characters. For those that don't remember, we hide nine Disney characters around the table. When the kids find all nine figures, they win a Tootsie Pop.

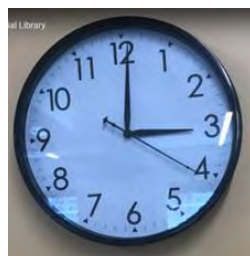


Mickey on Over/Under Tunnel, Pluto at the DQ, and Goofy at the Pepsi Plant

No matter where we go, when kids are involved, they fully embrace the hunt. The adults don't seem to mind it as well.



Regardless of how much fun we had, or the fun the kids and parents were having, when the clock reached 3 pm Doug Pollock gave us the hook.



So, the MEC 801, Thomas, and the Trolley ended their day back in the boxes in which they came.



However, one very special memory will linger long after we departed. During the day Ronan and his grandmother were so interested in our Club they decided to join on the spot. Congratulations and welcome to Ronan!



Our Newest Member, Ronan, with his Grandmother, Art, Carlton, Doug, and Sam...

Photography by Tom Hartwell, Art Shean, & Carlton Spring



The View from Doug's Chair by Doug Pollock

On our ride to The Woods at Canco, we had the pleasure of following a big rig, but it was ok because he went every way we were going but we got there ok. There was really no one to check us in, which did not bother me (I am allergic to signing in on computers. They have no patience with me). Everything seemed to be going OK until Art realized the tables were not the right size. But after a short conference, it got all worked out.

Set up complete with a few people popping in now & then before we were up and running. We had people coming by but that is all they did for the most part - just popped in. One man stopped by and talked to Carlton and was interested in trains but did not stay?? This happened a few times. There was one lady who sat by me and talked awhile about her life and just chit chat. There were some workers that stopped by two to three times but other than that, people just came in, looked quickly, and left.

Something happened to our expected lunch! So, we went out, came back with our food, set up a lunch area in the activities room, and enjoyed our own company - the best part of the day. The Woods scheduled giant plastic bowling in the next room, so we were just waiting. Sam then somehow found out that they scheduled Bingo at 3 in the same area as we were set up, and we were scheduled to end at 3. So, we packed up starting at 2 and as we were breaking down, they were coming in and trying to set up for bingo. We had people in wheelchairs trying to come in and we were trying to get full carts out. What a problem! I tried to get someone to direct traffic. All in all it was very different. **BUT WE ALL HAD A GREAT TIME** and a wonderful day doing our thing. By the way, we followed a big rig going back home as well. B Safe Doug

REAL TRAINS



CSX Transportation Upgrades to Pan Am Railways'

Infrastructure Provided by Lloyd Neal from the Trains Website

JACKSONVILLE, Fla. — CSX Transportation made major upgrades to Pan Am Railways' physical plant since acquiring the New England regional a year ago — and there's more to come as part of its two-year plan.

"Since the CSX acquisition of the former Pan Am Railways, significant progress has been made to improve the physical plant of the network, including modernizing infrastructure and improving efficiency to create a safer, more reliable operation," spokeswoman Sheriee Bowman says. "To date, CSX has invested \$57 million in infrastructure improvements with plans to invest \$50 million this year."

Several projects have been completed on Pan Am Railways' run-down main line and yard trackage since the June 1, 2022, acquisition. Among them:

- Rehabilitation of the Worcester Main Line between Worcester and Clinton, Mass., including installation of continuous welded rail and replacement of all crossings and turnouts. The track now meets Federal Railroad Administration Class 2 standards, so the maximum authorized speed was raised to 25 mph from 10 mph. Next up: Installation of welded rail from Clinton, Mass., to Harvard, Mass., which will allow a speed increase to 40 mph from the current 25.
- At the former Maine Central Rigby Yard in South Portland, Maine — the largest classification facility in New England — CSX installed 50 new turnouts, more than 20,000 crossties, and surfaced more than 98,000 feet of track, and improved walking conditions. Rigby classifies traffic bound to and from Maine and the Canadian Maritimes. CSX says the work improved

the safety and fluidity of the yard, and reduced the number of minor yard derailments that historically plagued the location.

- In Ayer Yard in Massachusetts a series of projects increased the capacity and fluidity of the yard. Ayer Yard is the interchange point for CSX and Pan Am Southern, the joint venture with Norfolk Southern that includes the former Boston & Maine main line west of Ayer. Ayer also is a strategic point on CSX: It's where the Pan Am Railways corridor to New Hampshire and Maine begins.
- Extensive upgrades to the Freight Main Line from Portland to the end of Pan Am trackage in Mattawamkeag, Maine, including tie replacement and surfacing, installation of continuous welded rail, increased capacity, and installation of new defect detectors.
- Elsewhere, CSX has made changes to Pan Am shops, dispatching, and safety. CSX also successfully cut over its information technology systems on Jan. 23, which it says simplifies interaction with customers.
- The heavy repair shop in Waterville, Maine, has been reconfigured to focus on maintaining and rehabilitating CSX power and returning it to service throughout the system. Since this reconfiguration, 27 locomotives have been returned to service.
- CSX is replacing the Pan Am dispatching system that directs traffic across its system in New England, including Pan Am Southern and the Massachusetts Bay Transportation Authority. CSX is making this investment to address the safety and operational risks that exist due to the age of the Pan Am dispatch system and is coordinating with the local commuter rail agency to ensure that implementation does not impact passenger operations. The dispatch system will ultimately be replaced with the new systemwide CSX dispatch system that is currently in development.
- CSX has stepped up the operational testing program and provides more coaching to address risk factors rather than taking a disciplined-based approach to rule violations. The aim, CSX says, is to teach employees better safety practices. The railroad also is conducting safety blitzes as risk factors are identified.

Traffic has been stable for the past six months on Pan Am Southern's Patriot Corridor, which for regulatory reporting purposes includes the former B&M main from Mechanicsville, N.Y., to Ayer, Mass., as well as the Rotterdam Branch that joins CSX's former Water Level Route at Rotterdam Junction, N.Y.

It is not clear how Pan Am Railways volume has changed over the past six months, but CSX says it expects traffic to grow as upgrades are completed and service reliability improves.

"It's still early on the volume side," CSX CEO Joe Hinrichs said in an interview. "The capital projects are on plan. We're getting the network up to our standards. ... we're not there yet, but we're on plan."

Hinrichs says he sees an opportunity for CSX to tap into the growing Port of Saint John in New Brunswick once capital improvements are complete across the Pan Am Railways system. CSX inherited Pan Am's haulage rights agreement with Irving Co. short lines Eastern Maine and New Brunswick Southern, which serve the port.

CSX and Genesee & Wyoming are still negotiating with unions representing workers on Pan Am Southern, which is currently operated by Pan Am subsidiary Springfield Terminal. Once agreements are reached, G&W's Berkshire & Eastern will take over as a neutral operator of the railroad.

Also, as of May 1st RJ Corman Railroad Services group has announced establishing an Emergency Response group at Waterville, Maine (ref. RailwayAge.com). They will provide MOW, hazmat removal, derailment, and traction motor replacement services for New England states. See attached photos:



Rigby Yard



RJ Corman Emergency Response at Ohio Derailment

MODEL RAILROADING

COMPARISONS OF LOCOSOUND TO PROTOSOUND TO PROTOSOUND 2 by Ken Thorson



I previously hypothesized that bargains are available in older, used MTH engines that may be perfectly acceptable for what you want out of an engine. Two caveats are in order: (1) there is risk in buying a used engine over the Internet when you cannot see it, touch it, and test it in person; (2) it is important to know your buyer and the terms under which it is sold (beware of sellers who say any of the following: “sold as is”; “no returns accepted”; “reselling, condition unknown”; “don’t know how to test the engine”; “don’t have a test track”). Use common sense to protect yourself from being swindled.

This article will summarize the differences between Locosound, Protosound 1 (remember, if it just labelled “Protosound,” that is what we are calling Protosound 1) and Protosound 2. The MTH 1988 Volume 1 Catalog and the 2001 Volume 1 Catalog laid out these features.

LOCOSOUND

2001 saw a new, upgraded Locosound. M.T.H.'s all-new LocoSound system brought realistic digital sound to lower-priced train sets and engines. Perfect for the beginning model railroader, it supplied locomotive sounds and a locomotive speed control system that stabilizes train speed up and down grades and around curves. It was fully compatible with other O Gauge trains, i.e., you could run Locosound engines on the same track with conventional engines. Realistic Locomotive Engine, Whistle, and Bell Sounds were featured. Steam locomotives featured puffing smoke. Proto-Cast™ and Proto-Dispatch™ were also available when used with RailKing Remote and Remote Lock-on. (Note: This latter feature is listed in the catalog, but I have never seen a remote used with Locosound. It is possible that this was a planned feature that was never implemented.)

PROTOSOUND 1

Original Protosound 1 was a CD-quality digital sound and train control system. Introduced in early 1998, Protosound 1 used a digital microprocessor system to program and activate sound packages and train control features. It required no additional equipment to operate on a layout. Protosound 1 features are activated by quickly raising and lowering track voltage a designated number of times without turning off the voltage completely. Some features are activated by repeatedly pressing the Whistle/Horn or Bell buttons a specified number of times or a combination of the two. Locomotives could be assigned their own ID address. Engines could run independently of other locomotives that would not start until they were "called." MTH added a PROGRAM button to Z-4000 transformers to make that process easier and faster.

Over the years, MTH added features to Protosound 1, eventually including Passenger Station Announcements (PSA) and Freight Yard Announcements (FYA), remote control of front/rear couplers, authentic bell, whistle/horn sounds recorded from actual prototypes, squealing brakes, random cab chatter, directional constant voltage headlights, remotely controlled volume, synchronized steam chuffing, air compressor pump and let off sounds.

PROTOSOUND 2

When it was introduced in 2001, M.T.H.'s all-new Proto-Sound 2.0 made MTH trains the most technologically advanced on the market. For advanced operators, the revolutionary DCS Command Mode features gave more realistic control over every feature, including sound, lighting, and speed, than any other control system ever developed at the time.

With Protosound 2.0, right out of the box you got: Full compatibility with your other O-Gauge trains, even for double-heading; Proto-Effects, including passenger station or freight yard sound effects and cab chatter; Speed Control; Puffing smoke in steamers; Remote-Operating Proto-Couplers; Wide range of state-of-the-art digital sounds. With the DCS Remote Control System you add: Remote control; Independent control of each engine; Extra sound effects, such as Proto-Cast™, Proto-Dispatch™, and Proto-Doppler™; Speed control of each engine in scale miles per hour; Ability to modify locomotives with downloadable sounds as new sounds are added, or you just want something different; Variable smoke output; Coupler Slack Sounds, Wheel Clickety-Clack Sounds, Train Wreck Sounds; Independent Volume Control Of Bell, Horn or Whistle, Engine Sounds and Proto-Effects; Global Volume Control Of All Active Proto-Sound 2.0-Equipped Engines; Global Or Individual One-Touch Mute; Diagnostic Memory Features; Record and Play Back Routes; Program Multi-Unit Lash-ups.

Proto-Sound 2.0's digital sound library uses authentic railroad sounds, including steam chuffing, diesel roar, squeaking brakes, whistles, horns, and bells. Proto-Sound 2.0 has a greater dynamic range than any other sound system, which makes for higher highs and lower lows. Doppler effects will give you sound like you're on a siding as a real locomotive streaks by. Speed control works like an automobile cruise control system to stabilize a train's speed as it labors up hills and cruises back down them. This makes for more realistic operation, as your engine travels at constant speeds, just like a real engineer is at the controls. In command mode, the DCS system leaves the track voltage constant and controls individual engines and accessories themselves. With the DCS Remote Control System, Track Interface Unit, and Accessory Interface Unit, you can control multiple engines, tracks, switches, and accessories at one time with a single remote handheld, from 50 feet away. Using this remote, you can command features such as smoke output, lighting, speed adjustment in scale mph increments, an impressive variety of sounds, and even single touch control of multi-unit lash-ups. The DCS system will store and playback a series of commands, record distance traveled via a scale miles odometer, and even let you customize your engine by downloading additional sound packages from the M.T.H. website.

In conventional mode, Proto-Sound 2.0 locomotives are fully compatible with all other O Gauge engines, including those made by our competitors. In fact, not only will they run on the same track

as other engines, but you can even double-head a Proto-Sound 2.0 engine with any typical 3-rail locomotive. Fulfilling the promise of full compatibility, DCS can control both the Protosound 2.0 systems and Lionel's® Trainmaster® (TMCC) and Legacy systems, the other 3-rail command control systems in O Gauge. Note that not all Lionel Legacy commands can be activated using the MTH DCS Remote Control, but the basic commands are available. If you have a Lionel Command Base, you can use a single DCS Remote Control System to operate Protosound 2.0 and Trainmaster engines in command mode at the same time.

RECAPING THE BASIC DIFFERENCES BETWEEN CONVENTIONAL AND COMMAND OPERATION

M.T.H.'s Protosound 2.0 engines are capable of operating in either conventional or command mode. All this talk of command and conventional modes sounds complicated, but it's really quite simple. Conventional mode means that the trains are controlled by the amount of power sent to the track. The higher the track voltage is, the faster the trains will go, and all trains on the same track will react in the same way to changes in voltage. They will stop and start, speed and slow at the same rate. Track voltage is controlled by moving the throttle on the transformer. That is how all O Gauge trains were until the mid-1990s when command control technology became available.

Command mode is quite different. In a command environment, like Protosound 2.0 with DCS, you control each train, switch, and accessory independently by communicating directly with it. You set the track voltage high, to ensure that the trains get enough power, then leave it alone. The remote control communicates with whichever engine or accessory you want to control and sends it a message telling it what to do. Because each locomotive or accessory responds to signals from the remote independently, you can conduct multiple operations at the same time. Thus, two or more engines can function on the same track at different speeds even though the track voltage is the same and is controlled by the same transformer. Command mode allows for much more realistic operation of a model railroad.

Protosound 2.0 Digital Command System (DCS) features require that you have the Digital Command System Remote Control and Track Interface Unit (TIU) installed on your layout.



Bangor Fire Station Progress by Jan Williams

Progress on this project has been good. You may recall that for practice I am building a station for my own pike based on the Bangor fire station. For my station, I made four significant changes: I shortened the building, made an overhang for a station platform, changed the bell tower to a clock, and changed the two truck doors to a single station entrance. Pictures one and two show the station model as it is now.

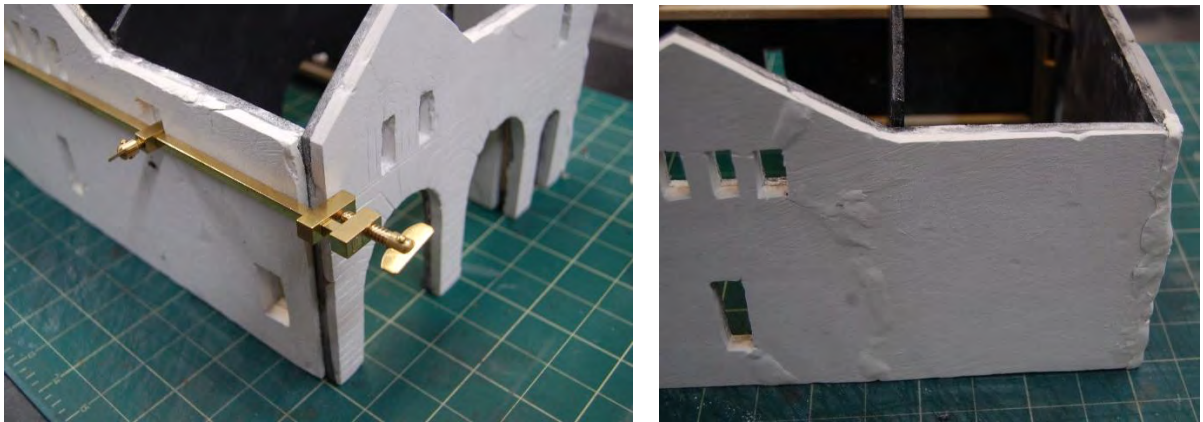


Pictures 1 & 2

Remaining tasks on my passenger station include finishing the clock faces, fabricating windows, weathering the roof, and adding gutters and down spouts.

I learned two big lessons building the station... First, the roof angles are even more difficult than I expected, especially the roof skirts where the pitch of the roof changes. The roof skirts on my station screw up the symmetry of the pitched roof gables on three sides of the building, an important feature of the building; lesson learned! Second, in a building this big the clay shrinks a tiny bit as it dries, warping the wall panels. In assembling the walls, the interior requires bracing so that the assembly clamps can bring the walls into true. Straightening the wall panels cracks them, but that is easily fixed.

Picture three illustrates a bar clamp; four of these were required to assemble the walls. Picture four illustrates crack repair, and creation of corner fill. One great thing about air dry clay is that when you finish sanding the lumps in picture four the lines all disappear.



Pictures 3 & 4

Picture Five shows the fire house building now. Next steps are to finish carving the surface of the walls, and to begin roof fabrication. Fabricating the belfry and bell loom on the horizon. For me on projects like this, the toughest thing is mustering the patience to focus on one task at a time... LOL.



Current Status of Bangor Fire Station Model



Pine Tree Power by Jeff Jacobs

Here is the second article on O scale engines that bear a Maine RR herald. We are taking a look at some locos that are pretty unique in the O scale universe. The now defunct line (former MEC Rockland Branch) is a very local one for me – the Maine Eastern Railroad or MERR.



Let's begin with the MERR herald:

In 2012, the M3R had Weaver make a small batch of Club box cars with this herald. The MERR never really owned any such box cars with their brand on them, but the models were very popular and are difficult to find today.



I figured it would be neat to run a train with these unique Maine markings and began collecting locos and rolling stock. Around that time, Dave Kenyon was custom painting Weaver GEEPs and various cabooses with MERR markings.



Here is my MERR GEEP pulling a string of Kenyon painted passenger cars once owned by Dana Sullivan.



We all know that model makers produce facsimiles of real trains, but in an odd twist the reverse happened on the MERR. The Railroad saw Dave's imaginary paint scheme and captured it on a 1970's caboose which they parked in Wiscasset to serve as a ticket office for their passenger service.





Common power on the MERR were a pair of FL9s (originally from the New Haven), with 488 shown here:

In 2013 Sunset models delivered a small run of MERR FL9s in 2 cab numbers. These highly detailed O scale versions were quickly snapped up and are not easy to find today.



More recently, Ernie Vannah Jr. wanted a detailed MERR Geep with Lionel Legacy attributes. (Ernie Jr spent time on the MERR as a conductor). He disassembled his model so it could be painted and again sought Dave Kenyon to do the honors. Here is his one-of-a-kind final product:



The MERR line ran from Brunswick to Rockland on the tracks best known as the Maine Central Rockland branch. Since 1987 the trackage belonged to the State of Maine but is leased out to an operator. Several years back with a grant from the federal government, the State redid all of the track with welded rail, making it one of the best stretches of track in the state. When CP took over the CM&Q (of the Lake Megantic tragedy fame) they inherited the contract for operating the branch but had little interest in the short line which had few customers. As of this writing, the 2 1/2 years

remaining on the contract is being handled by the Finger Lakes Ry under the banner Midcoast Railservice. The biggest customer is still the Cement plant in Thomaston, which has seen some recent activity with a few trains each week. The newest customer is ASA Steel in East Brunswick which boasts a passing siding right through its new building that can be seen from Route 1.

Older members of the Maine 3 Railers will recall that the MERR furnished the passenger trains for 10 years to the local Literacy Volunteer group who held a Christmas fund raiser for their cause. It was known as the Candy Cane Train and the M3R became involved via Tony Masulaitis. Tony, I, and others served as volunteer conductors assisting 2000 passengers each season. Club member Ernie Vannah was often the engineer, and his son Ernie Jr was the official RR conductor (early trains featured now deceased M3R member, Henry Groth as the conductor).



Fred Guth and other M3R people operated O trains in the lobby of the Bath station for the enjoyment of passengers waiting to board the real train that ran from Bath to Wiscasset. The very popular holiday event died out in 2015 when the MERR lease expired, and the new operators of the line announced that they had no passenger equipment to offer.

Back to the models, the FL9 units were built with Lionel's TMCC control on board. The Williams based GP is a bit simpler with 2 motors and horn sounds only.

If you own the 2012 M3R cars, keep your eyes peeled for either engine to pull your Rockland Branch consist.





Long Island Rail Road By Jan Williams

I grew up on the South Shore of Long Island, New York. The LIRR on the South Shore was electrified, running MU commuter cars. Not exciting, but still a train... On the North Shore the LIRR was a traditional railroad, with proper diesel locomotives and 'real' equipment. Of course I have a couple of LIRR trains on my pike! Here is a combination of recent Lionel Diesel with vintage GGD coach equipment.



The 1502 Pulling Passenger Consist



The Rest of the Consist

Maine 3 Railers Upcoming Schedule of Events

Future Events/Activities:

- Jul 08 **Moxie Festival**, MTM Center, 18 School St., Lisbon Falls, ME 04252. Trains run 8am-4pm. Setup Jul 7, 5pm. (Portable)
- Jul 16 **M3R Model Train Swap Meet & Classic Car Cruise-in**, 227 Water Street, Augusta, ME Time: 9:00 am - 2:00 pm
- Aug 12 **M3R Outing & Swap Meet**, Joe Landry's Home, Hours: 11am-TBD, 19 Orestis Way, Lewiston, ME 04240
- Sep 02-03 **Model Train Weekend**, Seashore Trolley Museum, 196 Log Cabin Rd, Kennebunkport, ME 04046, Setup Saturday Sep 02, 7:30-10am, Run trains Saturday 10am-4:30pm and Sunday, Sep 03, 10am-3pm. (Portable)
- Sep 24-30 **Cumberland Fair 2023**, 197 Blanchard Rd., Cumberland, ME 04021. Setup 9/23 at 8am. Trains Run 9am-9pm daily. Move out 10/1 at 8am. (Trailer)
- Feb 17 **Annual Maine 3 Railers Model Train and Dollhouse Show**, Augusta
2024 Armory, 179 Western Ave, Augusta, ME 04330. Run trains 10am-3pm. Move in on Friday Feb 16 8am-4pm. (Portable)

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

- Sep 11 Executive Board
- Sep 14 Regular Monthly

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

- Jul 13 Roundhouse Session, Topic: What is the custom addition you have added to your layout or collection that you are most proud of displaying? Why and how did you customize it? Host: Art Shean
- Jun 20 Roundhouse Session, Topic: TBD Host: TBD
- Jun 27 Roundhouse Session, Topic: TBD, Host: TBD

Maine 3 Railers Group Email:

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

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

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