M3R Club Newsletter for August 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

Suddenly it's August and most of this Summer the weather was terrible. It should make you happy you have an indoor hobby.

Enough of the recent past and let's look forward to Saturday August 12th. If you haven't heard of it by now, M3R members are invited to Joe Landry's house in Lewiston for a day of fun and food. We'll get a chance to see Joe's new and improved layout if you can imagine that.

Some members have asked when we are going to have an "in person" meeting again. Well, here it is at Joe's. You couldn't ask for a better time. A great time for everyone in a great venue.

Watch your email for more information about 8/12 including time to arrive and meeting agenda.

UPDATES

M3R YouTube Channel Update by Channel Master Carlton Spring

July quieted down for the M3R Portable Unit with one event on our schedule, **The MOXIE Festival,** which was held on Saturday, July 8th at the MTM Community Center in Lisbon Falls. We set up for the event Friday evening. There have been close to 800 views of this video on YouTube. If you haven't viewed the video yet, a direct link is provided for your convenience.

https://www.youtube.com/watch?v=ayHrRc17jiQ

If you want to check out any of the other events that the Portable Unit has participated in, use the direct link to our YouTube channel below:

https://www.youtube.com/channel/UCWXugl3YB8L9yEXhEgFKD_g

M3R Website by Webmaster Tom Hartwell

No news is good news. Club websites continue to operate as designed. Thank you very much!

M3R Activity Committee by Chairperson Bernie Pender

On Sunday July 23rd, Brian Inch and the M3R Activities Committee hosted a Tailgate Swap Meet & Classic Car Cruise-In at the Front Street Parking Lot in Augusta. The full story in pictures of this event is included in the Event Report Section. A special thanks goes to our Photographer and Committee Member, Dave Hodgkiss.

Our next scheduled event will be on August 12th at Joe Landry's home in Lewiston. There are also layout tours scheduled for September 16th, October 14th, November 17th, and December 9th. Save the dates!

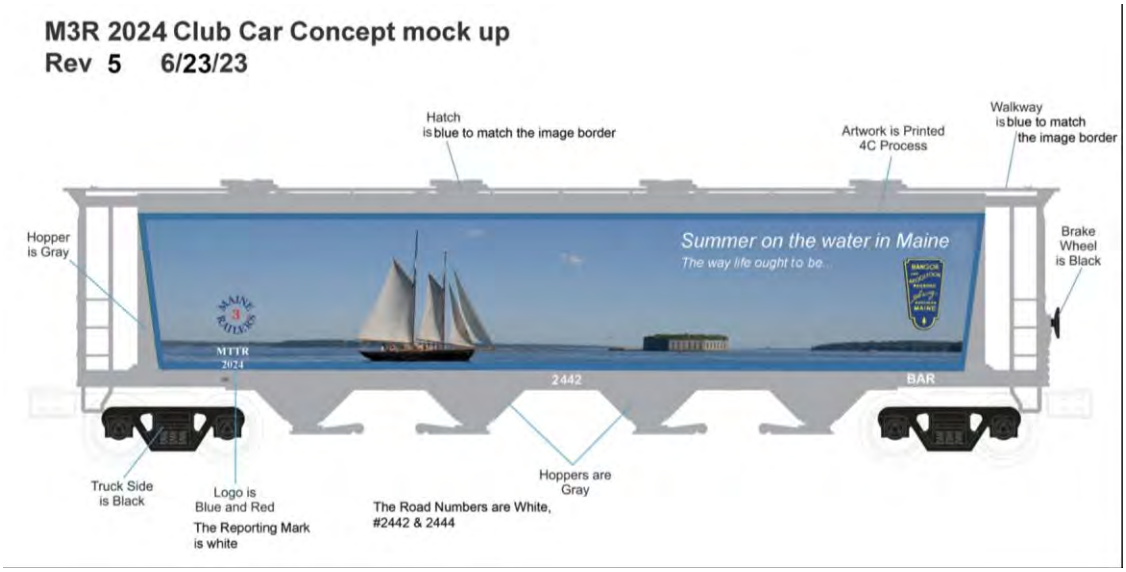
The Activities Committee will be offering Legacy Training September 29th - Part 1 and October 29th - Part 2 in Brunswick.

For more information on these activities, go to Groups.io and check out the Club's Calendar. Keep in mind there are plenty of opportunities to contact other members and get together for a visit.

Club Car Committee by Richard Ridolfo

The second in the scenic Maine series is a summer design. This is the same car style as the Fall car. We used the Bangor & Aroostook logo to feature another of Maine's Railroads. The car which will be the 2024 Club Car is presently due in January. As we all know delivery times have been known to slip.

The car will be sold to club members for $60.00 if ordered before the cutoff date (yet to be determined). After that date the price will be $65.00. The sale price for nonmembers is $70.00. The car measures: 13 3/8" x 2 3/8" x 3 7/16", operates on O-31 curves, and will be produced in two road numbers. To order, contact Peter Hanson at 207-622-4256.



From the Editor by Art Shean

Not long ago, it seemed like I was able to attend just about every event sponsored by the Maine 3 Railers. But lately, we have so many diverse activities that I find I can't make them all. I have to carefully select those events which interest me and don't conflict with Family obligations.

Long ago I learned to accept the fact that model train enthusiasts have many diverse interests. Some like running trains, some like to collect trains and accessories, some like to build home layouts with either detailed or barebones scenery. Some insist on realism and prototypical detail while others consider model trains as toys. Some are fascinated by real trains while others won't dare remove an engine from the new box in fear that the value will drop.

Bottom line, if you don't see me at an event, don't worry! I'm still in the Club, paying my dues, and extremely pleased that the M3R is offering an activity that touches your interest.

EVENT REPORTS

People, People, and More People by Art Shean

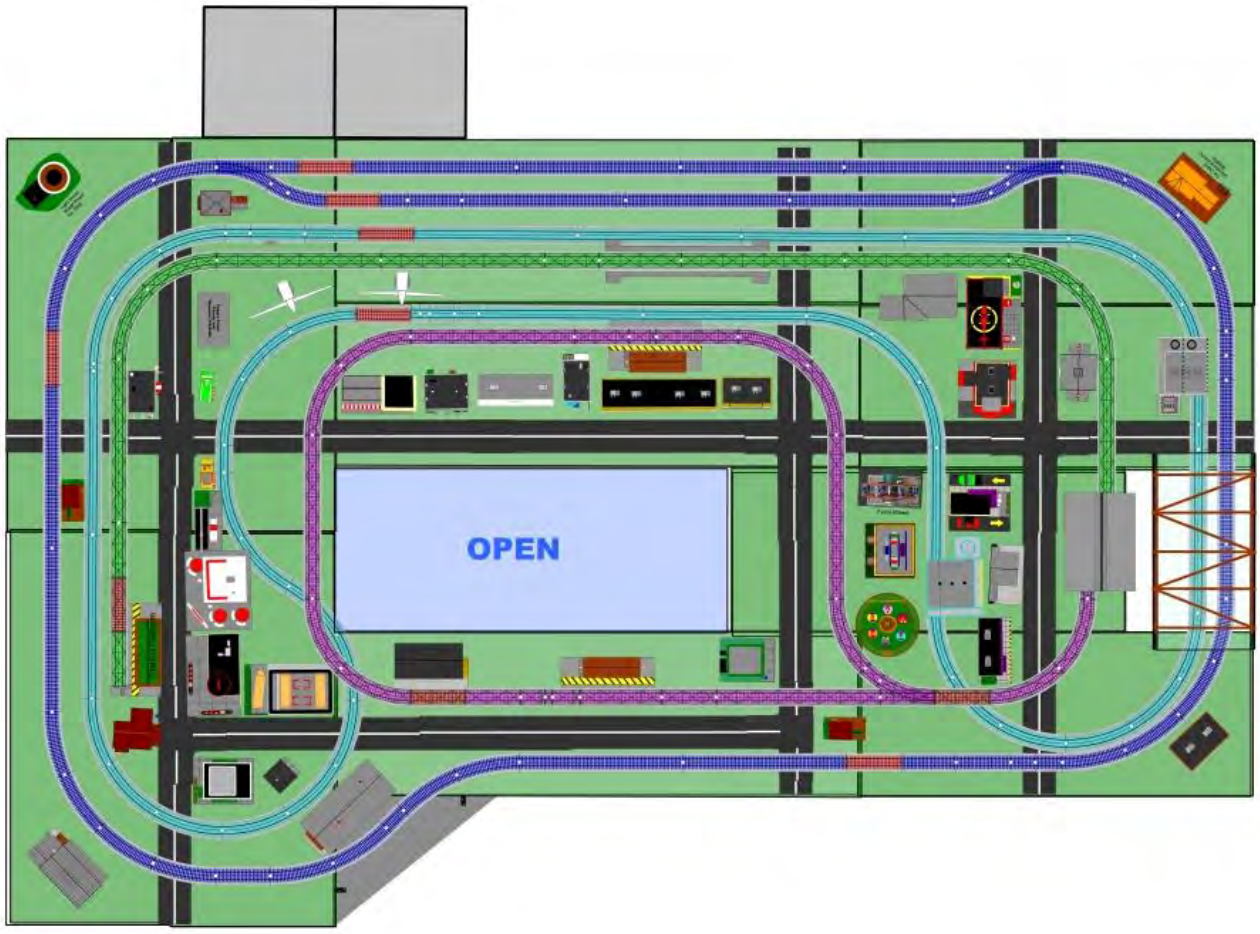
The Moxie Festival, MTM Center, 18 School St., Lisbon Falls, ME 04252

Set up Friday, July 07, 5 - 8pm with trains running Saturday, July 08, 8am - 4pm.

The crew: Sam Carr, Tom Hartwell, Dave Hodgkiss, Doug Pollock, Art Shean, and Carlton Spring

The Maine 3 Railers returned to the Moxie Festival in Lisbon Falls to a record crowd for the second year in a row following the two-year Covid hiatus. As in the past we set up in a premium location inside the MTM Center on the route to the restrooms. The crew arrived the night before, unloaded their cars and a trailer, and completed the full setup in anticipation of an early start Saturday morning.

The model train layout occupied 200 square feet with dimensions of 12’ x 19’ using 8 - 2 ½’ x 6’ tables, 3 - 2 ½’x8’ tables, & 1 - 2’ x 4’ Control Table. On the tabletop, the crew placed 182+ feet of Lionel FasTrack to form two independent mainlines and two elevated trolley lines. To cross the open spaces and elevate the trolleys, we used one triple track 36” wood truss bridge, one single track simulated concrete arch bridge, one 24”x30” inner corner fill, three elevated trolley platforms, one dual track trolley terminal, and four Lionel elevated trestle sets. We also laid 61 feet of 6” wide asphalt roads and placed forty-four buildings. All in all, not bad for a single evening’s work.

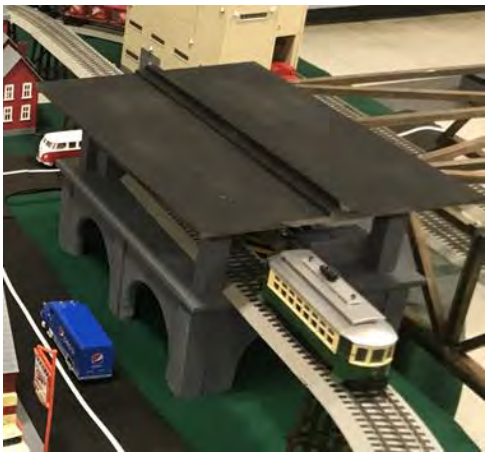


The crew added a few new items to this year's Moxie layout. Always imaginative, Carlton Spring created his own cut at a Moxie car. Among his train stuff from last year he found an empty Moxie can and with some woodworking help from a neighbor and a spare flat car developed a unique addition to our rolling stock inventory. If we approach him correctly maybe there will be more next year.

Over the past few years, our mobile layouts have included a trolley line of some sort. To add dimension and some drama, our recent layout designs have elevated the trolley line using trestles. This raises several issues: on trestles the track moves when the trolley cars reverse at the bumpers occasionally disconnecting track and a reality concern that passengers don't have an obvious way

of ascending to the raised track level. We resolved these concerns by creating a simulated concrete raised trolley station with two variations. (See pictures below). Both versions rest on arched platforms with track fastened to the top adjacent to a covered passenger platform. The “end of line” version includes a fixed bumper while the “through platform” included a Lionel Special Trolley Announcement Track (STAT) which momentarily stopped the trolley car whenever it crossed the platform. Both trolley platform versions were made of ¾” lumber with sufficient weight that the trolley stopping and reversing did not move them.

On this particular layout, we included two trolley lines. Where the two lines joined, we added an elevated trolley terminal. The terminal allows passengers to transfer from one line to the other. Again the terminal was crafted using ¾” lumber, included built in bumpers, supported secured track, and was weighty enough to anchor the trolley cars reversing without moving.



We also tried adding a reversing loop to one of the trolley lines. At first, we were uncertain if the trolley car would provide enough mass to flip the manual turnout, but it worked well and provided a different route each time the trolley passed over the turnout.

By the way, did I mention **people?**

Yes, we had more visitors than ever, nearly 1500 folks stopped by to see our layout, run trains, and hunt for our scavenger hunt characters.

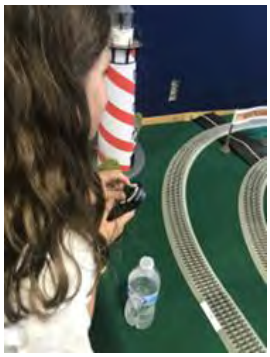

MOXIE

We had so many folks watching our layout that Sam Carr had to roll out multiple sets of bleachers for them to sit and sip their cans of Moxie. The bleachers helped separate those watching from those passing through the MTM Center to use the restrooms. Normally, the center uses their makeshift bleachers as half of a picnic table, but Sam adroitly put them to better use for us.

To keep our fans occupied Sam had the kids running trains using the LionChief controls while Doug Pollock manned the Tootsie Pop prize station for the Disney Character scavenger hunt.

Kids Running Trains

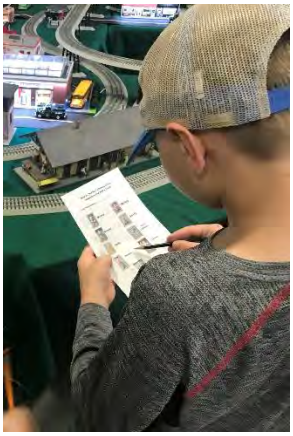
With multiple trains ready to run on the siding, Sam gave the last-minute instructions to the kids waiting in line to take the controls.



Hunting For Disney Characters

Always a favorite for both young and old, everyone was looking for the nine Disney characters spread around the table. Not too hard to find but just enough mystery to occupy loose hands and help everyone pay attention to the fine details of our layout.

Pluto at the DQ and Dumbo on top of the tallest building



And after they found all nine characters they demonstrated their greatest act of courage by approaching this guy because he had the prize!

With all the fun inside the MTM Center, who needed to go outside? Ya, but there was a lot going on outside as well and we all got a chance to take a walk about, get some lunch, and do a little shopping. In fact, Sam stopped by a stand selling Moxie stuff and picked up a Lionel Moxie box car in the original box for a steal. Some guys have all the luck!

The Rest of the Festival

Guess what we saw just outside our door and behind the MTM Center. Every type of food vendor, Moxie paraphernalia, rides, a climbing wall, and lots of free handouts.


Pack Up and Move Out

All good things must come to an end. And so, when 4pm arrived, we shut off the power, disassembled the layout, packed up everything, loaded up our cars and trailer, and went home. From a fully functioning model train layout …




To an empty room! All in a good day's work.

And a good time was had by all!

Photography by Tom Hartwell, Art Shean, and Carlton Spring

M3R Swap Meet and Classic Car Cruise-In by Bernie Pender

On Sunday July 23rd, Brian Inch and the M3R Activities Committee hosted a Tailgate Swap Meet & Classic Car Cruise-in at the Front Street Parking Lot in Augusta.

Brian Inch Greeting M3R Members

The event featured Model Trains, Street Rods, and Antique & Special Interest Autos. Some members (***Vic)*** just could not keep themselves away from the cars.

Others admired the realistic detailed model train layout inside. Brian Inch opened his shop for us to socialize, run trains, and use other facilities. For those of you who haven't visited his shop, Brian has a couple of beautiful operating layouts and lots of trains and accessories...that in itself was must-see.

Not a Way for an RDC to Treat a Classic Auto!

Just Like a Postcard of Rural Maine

There were many deals to be had in the parking lot along with many smiles. The event was also a great opportunity to visit with the Club President.

No, Joe Landry did not have the three Amigos up for sale.

Photography by Dave Hodgkiss

The View from Doug's Chair by Doug Pollock

Hi, just catching up on an older visit we made back in June to the Thomas Memorial Library in Cape Elizabeth. It was a lot of fun. At first it was all ladies and children, but a little later we also got some gentlemen. Our layout got a lot of attention and people just studied the layout with anxious anticipation as if they were going to build a layout for themselves. One young man had a railroad hat on, and he and his grandfather had a N gauge set up. We were talking about buildings, Legos, and telling me about their set up. Later on, we had 2 more visitors that were really into trains. A blind gentleman with his wife stopped in and had a grand time. I talked to him about different things, and he had a great day. A lot of interaction was rewarding for all.

One young man was very interested in operating a train. Sam Carr, our in-house instructor engineer, took him aside and taught him how to operate our system. The young man ran trains for over an hour. He had so much fun that his grandmother signed him up to be a Club member right on the spot. We even took his picture with the rest of the crew and awarded him with a temporary Club ID and lanyard.

As is our norm now with our library displays, we offered the Disney character scavenger hunt, and it was enjoyed by all. With this show, there were no quick in & outs. People stuck around and really observed what we created for them to enjoy. GREAT DAY B Safe Doug

REAL RAILROADING

What is a Cow-Calf Engine Combination? By Conrad Berthiaume

During one of the Roundhouse meetings, I brought up the fact that I had purchased a Diesel Switcher and a Calf unit in the same color scheme. I was surprised to find that people were not familiar with this terminology. Therefore, I am sending this information on the Cow-Calf units.

In rail transport, a **cow-calf** (also **cow and calf**, or in the UK **master and slave**) is a set of switcher-type diesel locomotives. The set usually is a pair; some three-unit sets (with two calves, also known as herds) were built, but this was rare. A cow is equipped with a cab; a calf is not. The two are coupled together (either with regular couplers or a semi-permanent drawbar) and equipped with multiple unit train control so that both locomotives can be operated from the single cab.

EMD TR1 diesel locomotive with two units—cow and calf

Cows are analogous to A units (locomotives with a cab) and calves to B unit (powered locomotives without a cab) road locomotives. The cow and calf are both equipped with prime movers for propulsion. Like the early EMD FT locomotives, the cow-calf sets were typically built as mated pairs, with the cow (or cabbed unit) and calf (or cabless unit) sharing a number. However, this was not always the case, as over time many of the sets were broken up and couplers added to add versatility. Cow-calf locomotives can be distinguished from the sometimes very similar looking slug and slug mother sets by the fact that both cows and calves are independently powered, while slugs are engineless, and dependent on power from their "mother" units.

Most cow-calf sets were built by Electro-Motive Division (EMD), although other examples were built by the American Locomotive Company, Baldwin Locomotive Works, and British Rail (the latter by combining existing locomotives together). Cow-calf sets were made obsolete by the development of road switcher locomotives, which could handle both mainline trains and switching duties.

The World's Largest Wooden Trestle Bridge by Telea Dodge from the Web

Nestled in the Carrizo Gorge in San Diego County, California, the Goat Canyon Trestle Bridge stands tall and proud. It is one of many unique wonders of the gorge, giving the railway that runs through it the name ‘Impossible Railroad’. There’s a lot of cool information about this area, and we’re going to explore just some of it as we tell you all about the world’s largest wooden trestle bridge and the canyon it crosses.

Brave Hiker Stands in the Middle of the Goat Canyon Trestle ©BustAlex62/Shutterstock.com

Goat Canyon Trestle Bridge is the largest all-wood trestle bridge in the world. When construction finished in 1933, it replaced a collapsed tunnel on the San Diego and Eastern Arizona Railway. The railway, now defunct, is part of the Anzo-Borrego Desert State Park. Since ending operations, the entire railroad is a popular hiking spot, though parts of it rest on private property. Most hikers find access through De Anza Spring Resort and the Jacumba Valley.

One of many shorter bridges along the impossible railroad. ©Raisa Nastukova/Shutterstock.com
© Provided by AZ Animals

The bridge is over 600 feet long and almost 200 feet tall, and its unique construction is due to a number of factors. First, the temperatures in the canyon vary greatly, and this was cause for concern when considering building materials. Extreme temperature fluctuations could cause metal fatigue, resulting in collapse. Instead, builders used redwood pine, which could better withstand these fluctuations. Carl Eichenlaub, the Chief Engineer of the railroad, designed the bridge to meet all of these conditions, including setting the bridge at a 14-degree curve to withstand the heavy winds in the canyon. Additionally, builders used no nails to assemble the bridge. Large bolts hold the wood in place, and the bridge remains relatively sturdy, despite the collapse of other tunnels along the same route.

A dry, mountainous desert surrounds the Goat Canyon Trestle. ©Matt Grubb/Shutterstock.com
© Provided by AZ Animals

Engineers still had worries about the risk of fire due to the extreme temperatures and the sparks flying from the locomotives. They outfitted the bridge with water pipes and valves, connected to a large water tank on the hill above.

One of many tunnels along the impossible railroad. ©Kevin Key/Shutterstock.com
© Provided by AZ Animals

Builders assembled portions of the trestle in the canyon below and then lifted them into place. In all, the construction of this bridge took less time than expected. While the railroad cost 18 million and took nearly 13 years to construct, the trestle took less than 2 years and cost less than 400,000 dollars.

The derailed Southern Pacific train in the Carrizo Gorge.
©kasey kaplan/Shutterstock.com

Construction of the impossible railroad began in 1907 and finished in 1919. This railroad was the answer to a shortage of routes to and from San Diego and provided a connecting route to the Southern Pacific Railway line. Previous to its construction, only one railway met San Diego – a route running north to south from Los Angeles. Backed by Theodore Roosevelt, this railway would provide rail passage for freight and passengers alike, running through 17 tunnels on its way through the Jacumba Mountains.

Why impossible? Engineers of the day dubbed this railway in honor of the series of seemingly impossible-to-solve logistical challenges they faced while building it. Builders had to tunnel through unstable prehistoric landslide rock. This would lead to later complications – the collapse of tunnels 7 and 15 along the route was devastating to the railway. Additionally, earthquakes, landslides, hurricanes, and fires plagued the canyon. Social and political events during and following the time of construction offered more challenges to the rail. Border skirmishes, lawsuits, World War 1, and the Great Depression all contributed to the struggles faced in building, maintaining, and running this rail. Passengers described the route as unpleasant – the smoke from the trains in the tunnels was a nuisance to riders.

The railroad was never highly successful. A series of disasters kept it in and out of service until its last ride in 2008. Following shortly after another tunnel (tunnel 6) collapsed. There are currently no plans to reopen the rail.

MODEL RAILROADING

Pine Tree Power by Jeff Jacobs

Here is the third article on O scale power that bears a Maine RR herald.
Since people have been talking lately about the arrival of RDCs on the Rockland Branch, we are taking a look at some model RDCs that are pretty unique in O scale.
The RDC, or Rail Diesel Car, was a product of the Budd Company, famous for perfecting welding and fastening stainless steel panels into RR coaches. RDCs were self-propelled with a 'pancake' diesel motor slung underneath for motive power. The Bumps on the roof were the radiators for the engine. Cars could be run individually or joined and run as a unit when patronage demanded.

Pictured below is a "Fantasy" set of Maine Central RDCs numbered 950 and 951. No, the MEC never operated RDCs so artist Dave Kenyon had to come up with this possible scheme.

These models were based on Lionel units with conventional motors.

Then there was the more likely seen RDC – the Boston & Maine MTH Railking 30-2388-1 set featuring Protosounds 2. The cars were numbered 6201 & 6117.

Bearing PS2 electronics, these cars had many improved features including a sound suite.

Taken from the WEB, here is a photo of the actual 6201 car below.

Credit: Walker Transportation Collection of Beverly

So, if any of this has inspired you, hopefully you may have bought tickets to ride from Rockland to Thomaston aboard the Midcoast Railservice's restored RDCs. They will run during the Rockland Lobsterfest from Aug 2nd to the 6th. Thereafter, you can ride Friday to Sunday the length of the line from Brunswick to Rockland. Or drop by my layout in Bath to watch the 1:48 versions run.

MTH Digital Control System (DCS) Variations, from LocoSound to ProtoSound 3 by Ken Thorson

Differences Between PS2 and PS3 Engines

We began with MTH LocoSound and proceeded through several installments to MTH ProtoSound 2 (PS2). Now we will cover the latest DCS system, ProtoSound 3 (PS3). You may be surprised at some of the things you will learn in this article. Although all PS2 and PS3 engines are DCS engines and can be operated on a mix-and-match basis with each other under DCS (or even conventionally), the two types of engines are different in several key respects.

PS2 engines were first available from MTH starting in the year 2000, and PS3 engines were an evolution of the PS2 design that followed several years later. The PS3 circuit board is a technologically more advanced board. In addition to being smaller and requiring less power than a PS2 board, the PS3 provides a number of significant differences between PS2 and PS3 engines:

- The most important difference between PS2 and PS3 engines is the type of computer chip used as a Digital Signal Processor (DSP). The DSP is the sender and receiver of DCS data packet commands, and the nature of the computer chip that is used to send and receive these commands has a direct effect on DCS signal strength. PS3 engines use a much faster chip that allows PS3 engines to "listen better" for DCS commands, allowing for much improved DCS signal strength and reliability.
- In addition to PS3 engines being capable of operating under DCS or conventionally just like MTH's PS2 engines, they also contain an on-board Digital Command Control (DCC) receiver that allows them to be controlled by DCC, a very popular command control system. This capability allows a DCC operator to purchase a PS3 engine initially for use on an existing DCC layout and then add DCS capability to the layout at a later date.
- Under DCC, PS3 engines have the ability to execute 29 (0-28) different DCS functions from a DCC controller's function keys. Although at present there are few, if any, DCC controllers available that actually have 29 different function keys. When such controllers become available, MTH PS3 engines will immediately be able to utilize the additional function keys. For a detailed explanation of how to operate a PS3 engine under DCC or conventional control, refer to the instruction manual that accompanied the particular PS3 engine.
- Another feature of the PS3 board is that PS3 engines do not require a battery for operation, regardless of whether they are being operated under DCS or DCC, or conventionally. Where PS2 engines are dependent upon a battery to retain changed settings on the PS2 board, including their actual DCS ID#, PS3 engines are not. They use a "super capacitor" type of device instead of a battery. This eliminates many of the most common problems encountered by DCS operators that are caused by a weak or dead battery within a PS2 engine. You may recall the earlier discussion about battery problems with PS2 and the recommendation to replace the battery with a Battery Component Replacement (BCR).
- Newer O gauge PS2 engines are available with a 2 rail/3 rail switch, accessible from the outside of the engine, that allows the DCS operator to select whether the PS2 engine is to be run on 2 rail or 3 rail track. When operating such a PS2 engine on 2-rail track, the DCS operator must ensure that the engine is properly oriented, such that it knows which of the two rails carries the DCS commands from the TIU and which rail carries the acknowledgement signal back from the

PS2 engine. PS3 engines, however, are able to sense which of the 2 rails carries the DCS signal and which rail carries the acknowledgement from the engine. The PS3 engine will automatically adjust the engine's electronics for proper DCS operation.

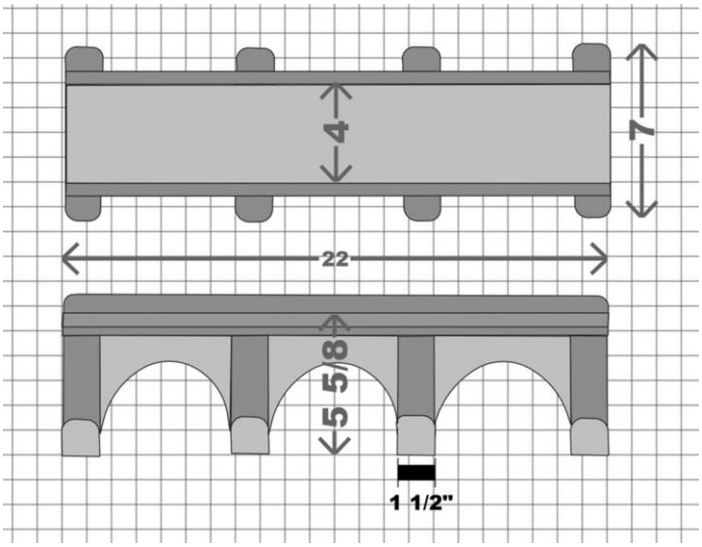
- Revised firmware allows newer PS3 engines to be started up in DCS mode by simply rolling the thumbwheel up 1 click to 1 SMPH or via the Quickset Speed Command. This will also cause the engine to move forward.
- Revised firmware allows newer PS3 engines, while operating in conventional mode, to turn marker lights on and off with one Whistle button press, followed by one Bell button press.
- PS3 steam engines adhere to prototypical Rule 17 lighting, while PS2 steam engines do not. This means that when a PS3 steam engine is in neutral or its direction is reversed, the engine's rear headlight, if present, will illuminate. However, instead of the front headlight turning off, it will, instead, become dim as per Rule 17.
- All PS2 engines with ditch lights have the capability to flash their ditch lights whenever the engine is moving forward or sitting still and ready to move forward, and the engine's horn is activated by pressing the W/H key on the DCS Remote. PS3 engines, however, must be moving to flash the ditch lights when the horn is sounded. Further, a PS3 engine may have functional rear ditch lights, as well as front ditch lights.
- A PS2 engine with an interior light will, when that light is turned on, have that light on all of the time. A PS3 engine's interior light is only on when the engine is stopped.
- If a PS2 engine's direction is reversed while the engine is moving and the thumbwheel (or the Quickset Speed function) is then used to increase the engine's speed from zero, the PS2 engine will slow to match the set speed and continue in the same direction. However, if the same operations are performed with a PS3 engine, the engine will, instead, slow to a halt, reverse direction and speed up to match the set speed.

This summary tracks the discussion of MTH DCS in *THE DCS COMPANION*, 3rd Edition, by Barry Broskowitz, ©2015, Rev. 2017, pp.242. If you want to get into the nitty gritty of DCS, I highly recommend that you purchase a copy of this marvelous treatise on MTH DCS. It is THE Go-To-How-To authority on using all the scores of DCS features and includes detailed troubleshooting guidance. It comes in hard copy/soft cover MTH Catalog Product number 60-1386 ($34.95), as well as a download pdf digital version MTH Catalog Product number 60-1386E ($14.95).

Scrap Lumber Treasures - Simulated Concrete Single Track Arch Bridge by Art Shean

Jan Williams, our Club Fine Model Artist, once wrote in an earlier newsletter, "Sometimes you think up projects and sometimes they are thrust upon you". This project is one of the latter versions. Just before we setup for a model train display at the Gorham Library, Jeff Jacobs dropped off two wooden bridges with the statement, "Can you use these bridges? If not, they are going into the nearest woodstove."

One was a triple arch single track wooden bridge shown below (the new footings were later added by me).



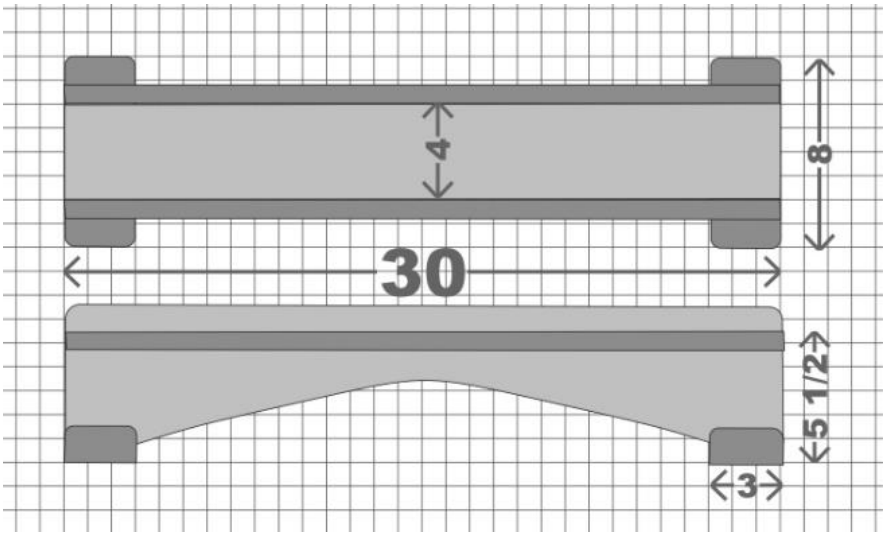
The other was a Lionel Collectors Club of America triple span single track wooden bridge that was most likely used as a demonstration piece for some train show - probably laser cut.

Both bridges needed work, but I just could not see burning either one. So, home they went.

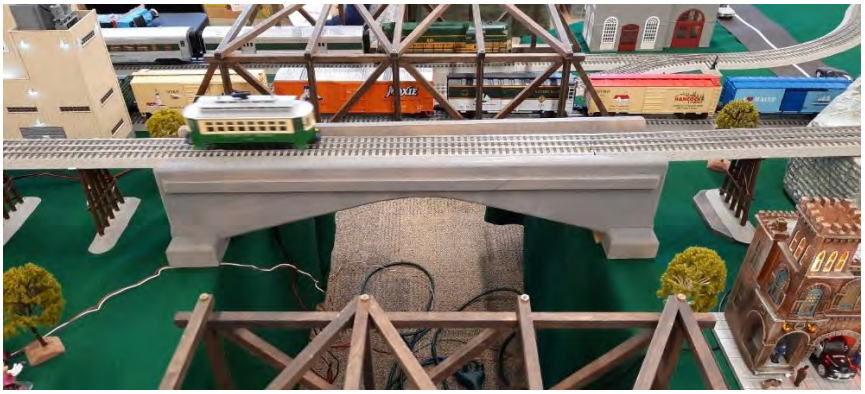
The LCCA bridge remains untouched for future work while I focused on the triple arch bridge. Unfortunately, it was designed for one side viewing. For full viewing, the back side needed raised panels added between the arches and the footings replaced with extensions on both upstream and downstream. The old one side view footing is shown to the right while the new unpainted footings are shown in the picture above. For its length, this may be the strongest and heaviest model train bridge ever constructed because it was made from laminated ¾" plywood. The arch structure is solid wood.

As chance would have it, I had the need for a trolley bridge to cross a 24" gap for the Cape Elizabeth Library model train display and thought that a bridge of this design with one large arch and lighter design would work great.

The following diagram shows the final design.



The height of 5 ½” to the top of the track bed was chosen to match the track height using Lionel Elevated Trestle Set 6-12036 which we use for portable layout designs. The main structure was cut from scrap ¾” lumber while the footings were crafted from lengths of leftover 2x4s. I routed the arch edges to provide a more finished appearance. The final product worked very well providing additional stability in the middle of the trolley run and fit in well with the other railroad bridges we used. Pictures of the final product follow:



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Maine 3 Railers Upcoming Schedule of Events

Future Maine 3 Railers Events

Aug 12	**M3R Outing & Swap Meet**, Joe Landry's Home, Hours: 11am-TBD, 19 Orestis Way, Lewiston, ME 04240
Sep 16	**M3R Member Model Train Layout Tour**, Location: TBD
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)
Sep 29	**Legacy Training** - Part 1 Location: Brunswick, ME
Oct 14	**M3R Member Model Train Layout Tour**, Location: TBD
Oct 29	**Legacy Training** - Part 2, Location: Brunswick, ME
Nov 17	**M3R Member Model Train Layout Tour**, Location: TBD
Dec 09	**M3R Member Model Train Layout Tour**, Location: TBD
Feb 17 2024	**Annual Maine 3 Railers Model Train and Dollhouse Show**, Augusta 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):

Aug 17	Roundhouse Session, Topic: TBD, Host: TBD
Aug 24	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.