



MAINE 3 RAILERS

M3R CLUB NEWSLETTER FOR FEBRUARY 2024

OUR NEXT MEETING IS THURSDAY, February 08, 2024, at 7:00PM on ZOOM. Watch for the email from Dana Lindsey with the link to join.



President's Message by Gene Thayer

On February 17th we will have our third annual show at the Augusta State Armory. This is also the third jewel in the M3R triple crown. Now what do I mean by that? The Cumberland County Fair in September followed by the six-week layout display at the L. L. Bean flagship store in November and now the Armory Show are the events where M3R has its largest exposure to the general public.

Anyone who loves trains, has to love train shows because you meet people with a common interest in the Hobby. The vendor displays at the show are great and you can interact with the vendors. The Doll House vendors are very knowledgeable as well and make the Show an even more family friendly event. Most important is the thrill of the hunt because you never know what treasure(s) you might find.

Again, this year Betsy from White Flower Catering will be there to run the concession stand. Now to have a successful show we need a lot of members to help set up before and take down after the show and work during the show. Please sign up.

Like at the Belmont Stakes which is the third jewel of Horse Racing's Triple Crown, just before the riders enter the starting gate, it's "Riders Up". That applies to us ready to work and have a great show. See you at the Armory for set up Friday February 16th and the show on Saturday, February 17th.

UPDATES



M3R YouTube Channel Update by Channel Master Carlton Spring

January was indeed a quiet month for the Mobile Outreach Team (Portable Unit) with only our visit to "The Highlands" in Topsham on Thursday, January 18th. If you haven't seen the video yet, the direct link to the video is below:

The Highlands: <https://www.youtube.com/watch?v=X3zAXysjVCE>

Now February is a different story. It is scheduled to be a very busy month for M3R's Mobile Outreach Team. The first event was our visit to Wilbur's of Maine Chocolate Confections in Freeport on Saturday and Sunday, February 3rd and 4th, with set-up on Friday February 2nd. At press time, the video has not been completed, so stay tuned M3R members for the M3R groups email with the YouTube link. Also stay tuned during the month for direct YouTube links for:

- Video of M3R's Train and Dollhouse Show at the Augusta Armory on Saturday, February 17th.
- Video of Outreach Team's visit to the Patten Free Library on Tuesday and Wednesday, February 20th and 21st.
- Video of our visit to the Topsham Public Library on Friday, February 23rd.

I hope that you will continue to enjoy the shows!



M3R Activity Committee by Chairperson Bernie Pender

Upcoming Events

No Activity Committee Events scheduled for February. Stay tuned for future developments.

For more information on future activities, type [Groups.io](https://groups.io) into your browser and check out the Club's for a visit.



Train Show Committee by Richard Ridolfo

2024 Augusta Train and Doll House Show

When this month's newsletter arrives, we will be eight days from our 2024 Show. The size of this show requires a lot of helpers. Set-up will start at 9am on the 16th of

February. We will need to set up 100 tables plus our Outreach Team will be setting up a Club model train layout. With a lot of hands in previous years we were done with the tables and chairs by Noon.

At the end of the day, we need to take down the tables and chairs and store them on the carts. We only have from 3 to 5pm to complete pack up and departure.



2023 M3R Model Train and Doll House Show



From the Editor by Art Shean

With total focus on the upcoming Annual Club train show you may have missed an interesting trend in our Club membership. In the past the average age of members participating in Club model train displays was over 70. Lately that number has dropped to the mid-40s to early 50s. That's not due to a bunch of middle-aged men joining the Club but a wave of new family and youth members. And the families are driven by kids under 10 with an enthusiasm for running and owning model trains. They also bring along a parent or relative for transportation. Quite often the escort is reliving a memory from their youth of running their model trains.

Finally, one of the goals of our Outreach approach is paying some dividends. There is hope on the horizon for our Hobby. The challenge will be to embrace this trend and learn how to sustain this opportunity. As old stick-in-the-muds we tend to be less than flexible. Just because that is the way we always did it does not mean that is the way it should always be. Our new members will need guidance and support. We can't assume they understand why we do things the way we do. And their enthusiasm to blow horns or ring bells may grate on older members ears. Think of each encounter as a learning experience for both us old- guys and for the youthful new members. As an example, Sam Carr recently dedicated a track loop exclusively for a new member to run his engines leaving another loop for guests to experience running a train. We can all play in the same sandbox.

EVENT REPORTS

The Highlands – A Gem Between Two Columns by Art Shean

Thursday morning, January 18th, five members of the M3R Mobile Outreach Team arrived at The Highlands Retirement Community in Topsham, ME to set up a unique model train display in their Georgetown Parlor. The interesting challenge for John Ash, Lou Bragaw, Sam Carr, Art Shean, and Carlton Spring was to fit the 10 foot by 14 1/2 foot 120 square foot layout between two columns that are about twelve feet apart.



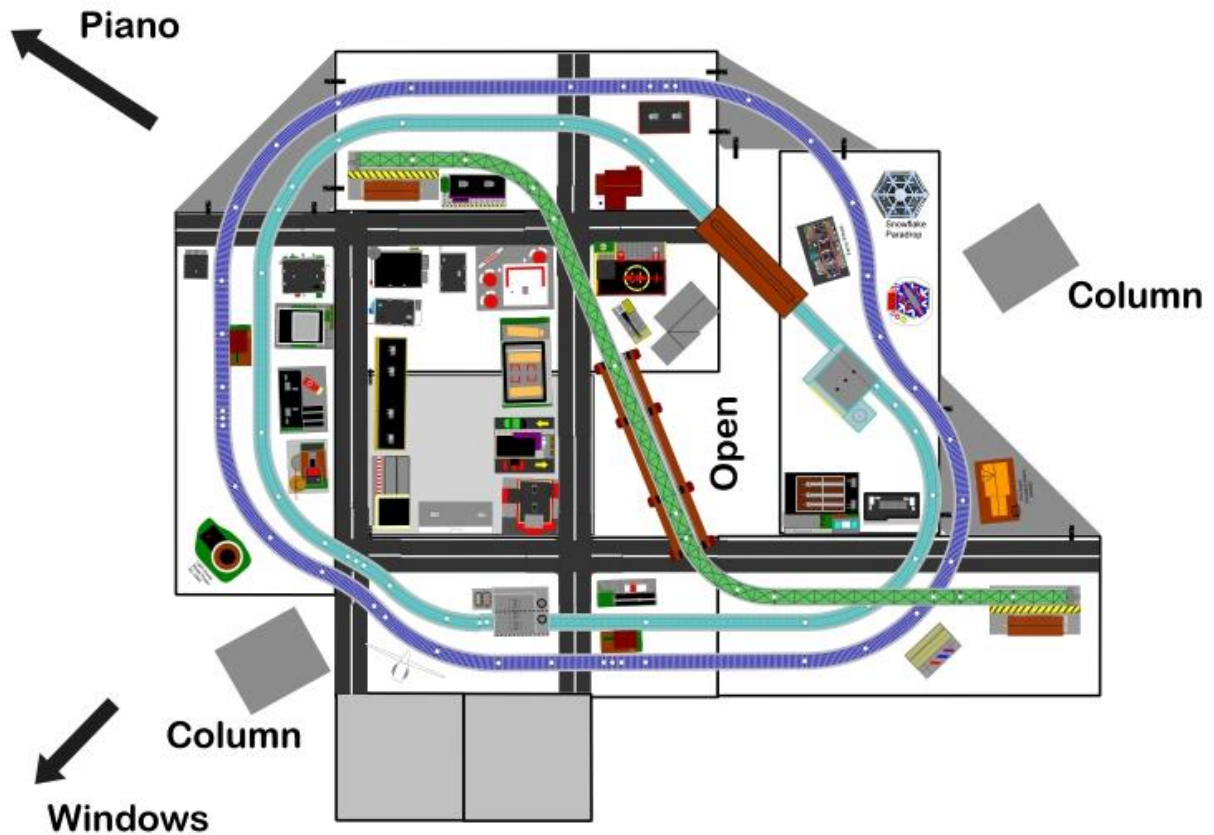
When the crew arrived at 8 am, The Highlands staff had placed six 2.5'x6' plastic tables in place in the parlor.



After rearranging the tables, the crew added a 30" by 48" gap fill, two 30" by 30" Inner Corner Fills (ICF), one 18" by 30" ICF, the Jeff Jacobs 40" three span wood truss LCCA bridge, Carlton Springs' Lionel #6-24117 covered bridge, two homemade elevated trolley platforms, and multiple Lionel 6-12038 elevated trestle Sets.



The overall design for the layout included a wavy outer loop, an inner loop, and an elevated trolley line:

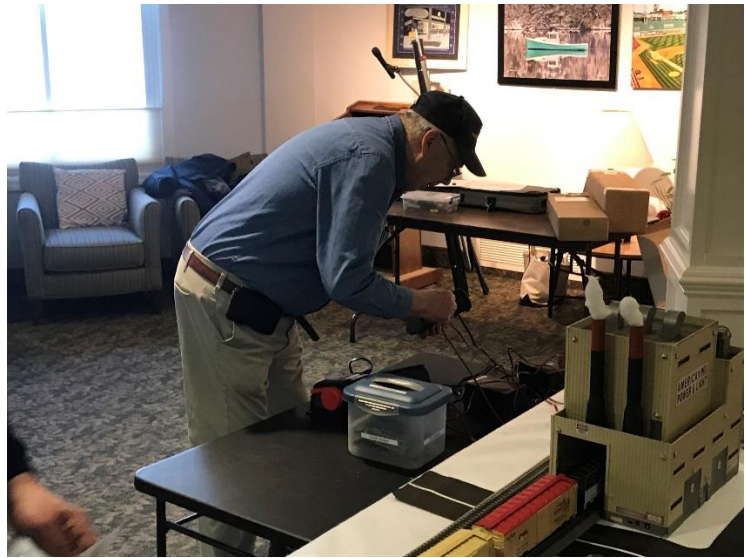


From Chaos to Order

After unloading Art's, Carlton's, and Sam's SUVs we had cardboard and plastic boxes piled along the wall and around the piano.



Clearly not ready for visitors. But under the experienced hands of our Outreach Team, our display promptly came into shape and actually turned out as planned.



After adding white felt table covers, eighty plus feet of Lionel Fastrack, thirty five feet of asphalt six inch wide roadway, 37 buildings, and trees our layout appeared as follows and as designed:



Just Like the Plan! Another Fine Display from John, Lou, Carlton, Sam, and Art.

By 10 AM, John, Carlton, and Sam had the power connected and engines running as the residents hovered around watching the show.



Without doubt, a star of the display from Sam's stable of engines and rolling stock was his ***Psychedelic Trolley***. Multiple residents commented on the colorful bus with dancing shadows in the windows as it bounced from trolley station to trolley station.



Normally Doug Pollock would have joined the crew, but he was undergoing a medical procedure and could not make the show. We missed him but also, we missed his "Tribute to Veterans" that he routinely sets up on each of our model train displays. Carlton did his best to make up for his absence with his "Support the Troops" billboard.



The Highlands residents were very welcoming and turned out in groups of 5 to 10. We were impressed with their interest, enthusiasm, and array of questions. Many lingered and some returned several times to inspect the details on the layout.



Even Art's Next-Door Neighbors from Topsham Showed Up to View Our Display



The Highlands Staff were also very welcoming and treated us as honored guests. The maintenance folks had the correct tables ready and waiting for us when we arrived, the desk receptionist was a model train enthusiast, and the kitchen staff provided gourmet bag lunches. Our lunches included fruit cups, large turkey sandwiches, chips, cookies, and bottles of water hand-delivered to us in the parlor. They even included individual bottles of mayonnaise and mustard for our sandwiches. Before lunch with only Sam, Carlton, and Art present, we ordered three lunches, but the staff delivered six. Turned out the extra lunches went to a good cause.

Unexpected Participants

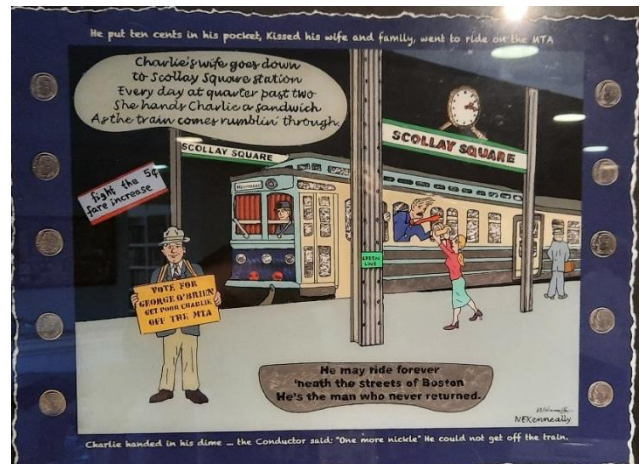
Shortly before noon, Sal DeVita, one of our new young members, walked into the parlor carrying several of his vintage steam engines. Being a school day, we were quite surprised to see him. He arrived from Camden with his uncle, as driver, and his grandmother, as guardian. Without doubt, Sal was anxious to place his engines on the tracks. The Highlands Residents were quite impressed to see this young man participating in the show with his own equipment.



Sal's entourage included his grandmother's cuddly service dog who made himself right at home in the parlor and attracted many admiring residents' eyes. Fortunately, the three extra lunches were available to feed the three unexpected arrivals. Grandma shared some of hers with her furry companion.



Behind our layout on the parlor wall, a Highlands resident had an impressive display of his high-quality photographs and drawings. One of the drawings (at right) caught our eyes. It was a depiction of Charlie passing through Scollay Square Station on a Boston MTA subway car as his wife passed him a sandwich as the train came thundering through.

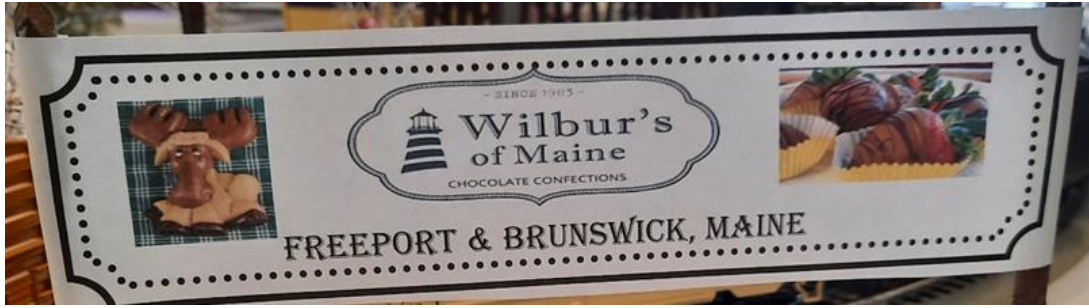




Three o'clock showed up faster than we expected and Sam, Carlton, and Art promptly put the layout to rest. Disassembly and pack up went smoothly and we were in our SUVs heading home for the evening.



Photography by Art Shean & Carlton Spring

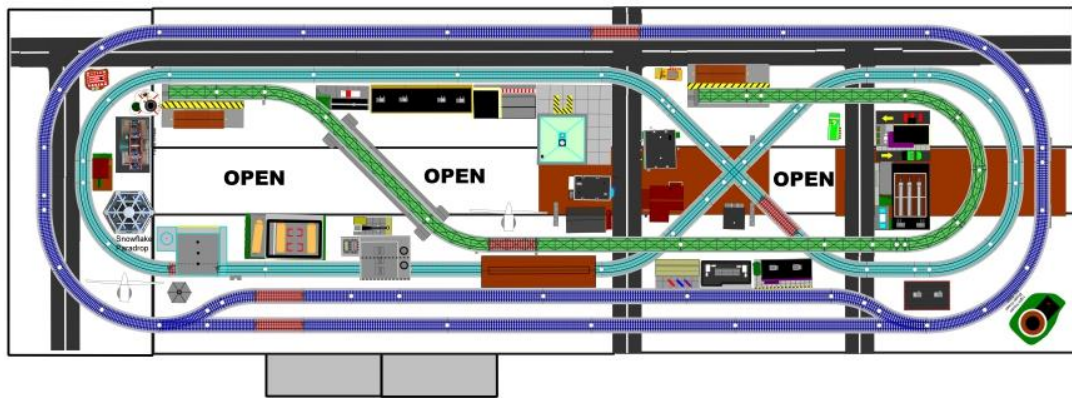


A Sweetheart Stop at Wilbur's Chocolates of Maine by Art Shean

Friday afternoon, February 2nd the M3R Mobile Outreach Team arrived at the Wilbur's of Maine Chocolate Factory in Freeport to assemble a five-table model train display to kick off the Valentines season. The crew of Sam Carr, Richard Hamlin, Doug Pollock, Art Shean, Carlton Spring, and Gene Thayer unloaded three SUVs with everything needed for the two-day event.



Wilbur's offers an intimate venue for a train layout in their activities room at the back of their store. Our original design included two independent track loops, a through-pass siding, and an elevated trolley line. The trolley line was to be shaped with a head resembling a shepherds hook flanging out from the staff at the head of the stick. However, the O31 track used in the head did not cooperate and kept separating at the track seams. To relieve the tension on track junctions, we straightened the end of the hook. Unbeknownst to us at the time, the footprint of the revised modified elevated trolley line resembled a question mark when viewed from above (Green Track in diagram).



By 4:30pm, the crew finished assembly with tracks laid, transformers powered, trains ready to run, and buildings lite. The final product looked as follows:



SIDE STORIES

Normally at single day events, we are rushed to set up, run trains, and repack. But at Wilbur's store with trains running on Saturday and Sunday the crew had more time to take in our surroundings and appreciate multiple side stories that developed each day.

Young Member Days



Connor Morin (Right)

Our youngest and newest members joined us on both Saturday and Sunday. At one point, if it wasn't for the M3R name tags you couldn't distinguish between guests and members vying for the Lion Chief controls. Caleb Westra, Sophie Westra, Connor Morin, Sal DeVita, and his brother Javy DeVita ran trains on Saturday while Sal and Javy also participated on Sunday.



Sal DeVita (Right) with Brother, Javy

Sal arrived on Saturday with three engines he wanted to run, left them overnight, and returned Sunday to run them again. On Sunday, Sam relegated Sal to the outer track loop from noon until around 2pm to avoid conflicts with layout visitors.



Sal's Engines

Lately Sal has become a regular visitor to recent Outreach events and has demonstrated an ability to renovate vintage engines. Carlton Spring made special note of his abilities and interest. In recognition, Carlton gave Sal an old beat-up Lionel 1666 steamer to restore. We await the result.



Lionel 1666



Sophie, Caleb, & Jay Westra

Member Badges

Wilbur's turned out to be a good place to distribute M3R Member name tags to new members. Earlier in the week before the Wilbur's set up, Jay Westra emailed Art regarding Caleb's interest in obtaining a M3R member ID badge and that Caleb and he would be visiting the Wilbur's display. Art suggested he send him passport style photos and he would make the ID badges for pickup at Wilbur's. All went well as can be seen by the Westra family members with lanyards and ID cards in the Westra portrait above. Although Sophie's lanyard may need some adjustment.

Connor's mother also enquired about a badge. To which Art provided him with a lanyard, took his picture, and emailed a Connor specific badge by email to insert in his lanyard.

Sal already had his badge. The badges were helpful in distinguishing our young members from the other visitors. It is hard for younger visitors to understand why they can't do the same things on the layout as our members can.

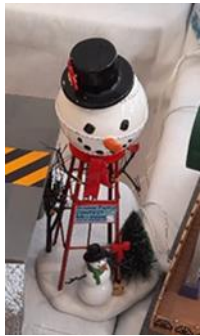
Unique Items on Display

It is not often that we visit a venue that has its own model Club box cars!



Sam Carr brought his vintage L.L. Bean box car.

Sam Carr also brought a matched trailer truck set labeled Wilbur's Chocolates. Only one glitch, the trucks are for Wilbur's in Pennsylvania.



Art Shean brought his Department 56 Snowman Water Tower to remind visitors that it is still winter in Maine.

Doug Pollock rejoined the team after missing the Highlands event and displayed his "Tribute to Veterans" color guard.



Carlton Spring finally let Jackie Gleason catch the "Bandit".



While visiting Wilbur's Store, visitors did not have to actually visit our layout. We were on closed circuit TV viewable at the checkout counter the entire time we were at the store.



Trains on Camera - Lower Left Corner



Gene and Doug put their “joint” rolling skills to good use preparing the Wilbur’s Chocolate banners for display on the layout.



Sam’s MTH Firehouse and Psychedelic Trolley remained guest favorites.



Another benefit of having our display in Wilbur’s activity room is the large screen smart television located just above the fireplace and adjacent to our layout. The unit is connected to the internet which allowed Carlton Spring to display his many YouTube videos of previous Club model train displays. Just a technological twofer for our guests.



The new Lobster Club car received a workout during our stay as the lead piece of rolling stock on the Club car freight consist. The car ran for two straight days without complaint.



Despite her enthusiasm, her brother Caleb's stay on Saturday became a little long. However Sophie Westra found a perfect solution without the need to complain.

When Doug Pollock and Carlton Spring retired, they auditioned for Walmart greeter positions and failed. During this trip they tried for the Wilbur's greeters positions.



Art Shean showed off his newest Menards buildings: Moe's Cycle Shop and JimBo's Gym.



Saturday from 10 am to 5 pm was a long day. To compensate the crew discovered a large supply of "Broken Hearts" to sooth their stay. Not the ladies but sweet chocolate. The chocolate inside was so firm that you had to let the pure chocolate melt in your mouth. The candy pieces on top may not have been perfect, but we could not leave a candy store without consuming some chocolate.

Building and Accessories Maintenance

Rick Hills repaired a MTH Firehouse for the mobile layout crew and delivered it to Sam Carr. Sam in turn brought it for Wilbur's layout. Unfortunately, Rick modified the wiring arrangement, and it was incompatible with Sam's current layout wiring. Fortunately, Sam lives a short distance from Wilbur's in South Freeport and made a quick trip to retrieve a compatible unit. As they say, "No harm, no foul". We were up and ready before our guests started arriving.



Sam Carr owns every M3R Club car and engine ever offered except for the Lobster Boat car. He has been looking without success for many years. To help salve his despair, an Outreach Team

member built him an alternative that is twice as good as the original. Just as he thought he was saved, he discovered that when used, the replacement car routinely uncoupled from a consist. One of the couplers was too low and came loose over uneven track joints. During a lull in the action, we corrected the problem, and the car ran smoothly for the remainder of Saturday and through Sunday.



On Sunday, Dana Sullivan's Memorial Wind Generator stopped rotating. As part of our troubleshooting, we disassembled the unit section by section. Our final hypothesis was that the blade became disconnected from the motor. Good thought but at first, we could not figure out how to remove the cone from the main motor body to investigate. After some trial and error, we discovered that the blades can be removed by twisting them 90 degrees then pulling them vertically out from the body. After the blades were removed the cone easily came off and we discovered that the nut holding the blades to the motor had come unscrewed. After a quick tightening and reassembly, the unit was placed back in service.

On Saturday the crew noticed they had to reposition the passenger platforms located on top of the elevated trolley stations due to the repeated banging of the trolley on the platform bumpers. On Sunday Art placed decorator putty on two corners of each platform to keep them in place. Neither platform moved throughout Sunday.



MOVE OUT

At 3 pm Sunday, Sam Carr, Doug Pollock, Art Shean, and Carlton Spring smoothly and efficiently disassembled and packed our display. The whole cleanup was accomplished in about an hour and the crew was on their way home by quarter after four. As always, we left the room in ship-shape condition and sadly left all the chocolate behind us. Almost!



Photography by Art Shean and Carlton Spring



The View from Doug's Chair by Doug Pollock

I hope none of U folks got hurt by the last 2 storms we had. I know there was plenty of wind and water and water.

I had the opportunity to run my layout for a couple of people and it was fun. Today at about 5 pm, I decided to just run them for myself. First, I got the 3 trains all going then I decided to use the darkness of night with no house lights at all and run the trains in complete darkness. It was fun! Then I turned on my blue lights and ran the trains at dusk, which I really enjoy. Then I turned

the regular lights back on. I just wanted to enjoy watching them run by myself, which I did for a short time.

I saw on the news the other night where the temperature was really low, and they showed the train tracks with small fires under or beside the tracks. I believe they did this to keep switches from freezing and to keep ice from forming on track sections.

Not sure why but this quote from a book titled Railroad Fever -Home Sweet Home! Caught my attention:

In the days before diesel, many engineers fashioned their own train whistles. You could often tell who was at the throttle by the unique sound of the whistle. Some engineers were experts at playing tunes with their whistles. "Whistling Bill" Wardoff, a Reading, Pennsylvania engineer, was adept at playing "Home Sweet Home." During World War 1, his run took him near an army base close to the New Jersey seacoast. His version of Home Sweet Home made so many soldiers homesick that the commanding officer asked the railroad management to instruct Whistling Bill to refrain from whistling this tune within earshot of the base.

U Folks B Safe and clean your tracks, Doug

REAL RAILROADING

ANOTHER NEW MIDCOAST RAIL SERVICE PROPOSAL Article Suggested by **Ken Thorson**

A story in the January 26 publication of *The Forecaster, Coastal Journal Edition*, reports that another rail company has its eyes on the Rockland Division to develop passenger rail service, primarily to service the tourist trade seeking convenient transportation up the midcoast, ultimately all the way to Bar Harbor and Acadia National Park. The idea bears the label "excursion train." The company, Delaware-based AmeriStarRail, has an ambitious appetite for improving east coast rail service at least as far south as Washington DC.

AmeriStarRail describes itself as follows: "AmeriStarRail (ASR) proposes to expand Amtrak's Northeast Corridor (NEC) capacity to meet travel demand for the next 20 - 40 years since it will not be possible to build a new I-95 or airports in the Northeast Corridor."

ASR proposes to operate a so-called excursion network on the Rockland Branch from Brunswick to Rockland under the banner Midcoast Maine Central, as early as May, with six round trips daily stopping in Bath, Wiscasset, and Newcastle. ASR's concept for a consist would be at least three cars, a coach, a first-class and a fine-dining car. Sound familiar? (Compare to the Finger Lakes Railway company planning to operate two Budd cars on the same route). I am sure Ernie would agree that the plans of the two rail companies are incompatible given that the line is only a single track between endpoints. The two companies will probably have to duke it out before Midcoast Railservice which is leasing the Rockland Branch from MDOT through 2025. Midcoast Railservice is believed to be hungry for business on the line having lost its primary customer with the surprise closing of the Dragon Products Company cement operation in Thomaston announced last September. The completion of the closing is expected by January 2025.

There also seems to be mention by ASR of proposing parallel bus service from Logan and South Station up to Bar Harbor. How all of this fits into Amtrak's previously mentioned plan to extend passenger service on the Downeaster up to Rockland and possibly Bar Harbor, as well as Concord Coach Lines service up the coast, is unclear.

(Credit to reporter Jason Claffey of the *Times Record* for the story appearing in *The Forecaster*)

MODEL RAILROADING



Progress on the Grand Hotel by Jan Williams

Grand Hotel

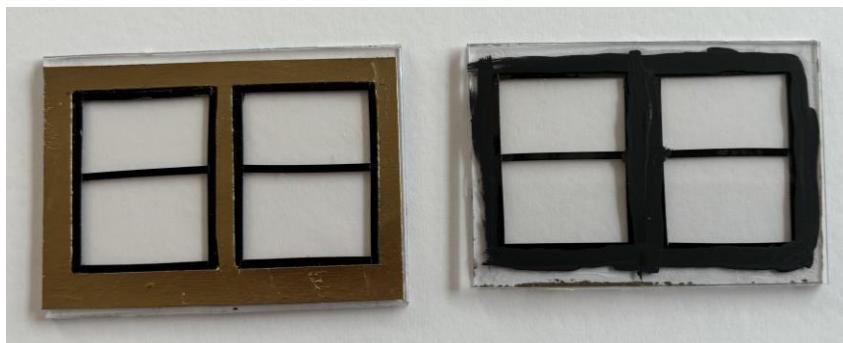
Progress continues on the Hotel... The windows are complete! Picture 1 shows the full set: 15 large arched windows, 30 upper story windows, and three doors.

Constructing these was a bit tedious, but I look forward to seeing them in the building. The rhythm of the rows of windows helps define the character of the building.



Picture 1: Grand Hotel Windows

Construction of the windows began with a sheet of clear acrylic cut to size. The bronze woodwork is card stock, painted bronze, and glued to acrylic using canopy glue. Window frames are chart pak tape. In this process pin prick light leaks seem to be inevitable - I paint over the joints on the inner surface of the acrylic to block the gaps (picture 2).



Pine Picture 2: Window Construction Technique

I've also been carving the stone blocks in the facades of the building. This is a precise and detailed process; I generally only do this about an hour at a time. I have a collection of detail wood carving tools. Picture 3 is the rear wall, almost finished.



Picture 3: Carving on the Rear Wall to Create Stonework Appearance

Freeport Hose Tower

After conversation with a couple of club members, I decided on the Freeport Hose Tower as my next project for the L. L. Bean layout. Picture 4 shows the building at the current location adjacent to the AMTRAK station. Progress includes multiple visits to the structure, measurements, photos, and a bunch of historic research.

The current mystery here is "How tall is the tower?" I have had dialogues with the Freeport Fire Department, the Fire Chief, and the Freeport Historical Society. I've come to the conclusion that no one in Freeport knows the height of the tower. My next step is to measure the height of a shingle on the tower, then blow up my photos and count the number of rows. My first estimate is 134 rows of shingles, and about 65 feet in height. My consolation is that, if no one knows how high this thing is, then my final calculation is TRUTH! LOL.



Picture 4: Freeport Hose Tower



PINE TREE POWER- MODELING MAINE RAILROAD

HISTORY by Jeff Jacobs

In this edition of Pine Tree Power, we look back at steam on the Maine rails. The most famous Maine steam engine is probably the MEC's # 470. This light Pacific bought in 1924 from ALCO together with sister # 469 was a later steam loco with refinements such as a trailing truck booster engine. Some light Pacific tech specs: 73" drivers, 25" cylinders, total weight engine & tender: 414,000 lbs., boiler pressure 200 lbs., tractive force 40,750 lbs., Length Overall 69', cost \$62,300.

The 470 pulled the Gull, the Bar Harbor Express, and other significant passenger consists. Today the mighty loco is undergoing restoration by the new England Steam Company at Washington Junction near Ellsworth ME. This was only possible because the MEC donated the engine to the City of Waterville and prepped it extensively before putting it on display. Alas 60 years of outdoor exhibition and vandals were showing some ugly signs. The City did not have funds to commit to its further preservation and decided to sell. NESCO was not the high bidder but was the only buyer committed to keeping 470 in Maine and therefore took ownership for the price of \$25,000 in 2013. Today the restoration proceeds at the speed of donations but she has been moved to an indoor shop and has been stripped down to the basic parts. Some of 470's components (notably the tender) are on their way back to good health. Visit the NESCO website to get the latest status.



The 470 as Displayed in Waterville Photo by Steven Hussar



The 470 On the Rails Under Steam

The M3R hosted NECSO once at the Highlands in Topsham for an informational meeting to help them raise awareness of the project. Art Shean has made several trips to their shop on “touch a train day” to set up model displays. This author has visited NESCO often to watch their progress of cleaning and rebuilding #470.

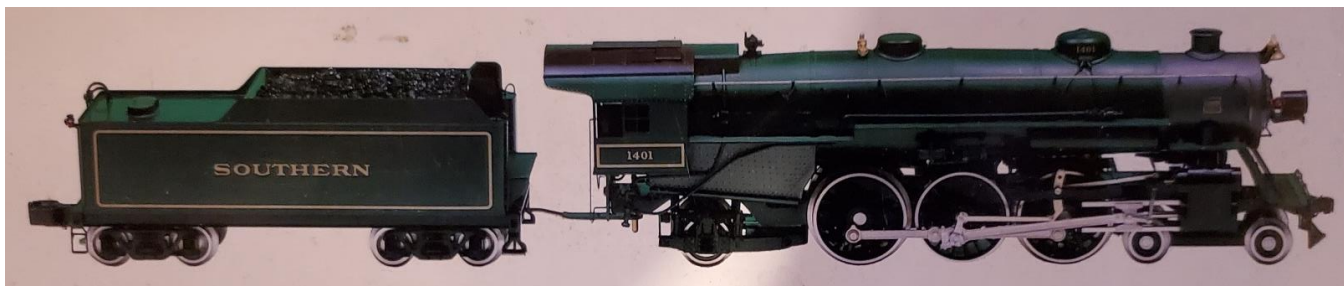
The fame of this engine is that it pulled the last steam powered passenger train from Portland to Bangor & back in 1954. The President of the MEC and the state’s governor were aboard for the historic event. The press made much of the occasion and the public braved rainy weather at trackside to watch it pass.

As for models of the 470, I know of two companies that made O Scale versions – MTH and Weaver. There are many models repainted in the 470 scheme including Dave Kenyon’s version based on LionChief technology which M3R runs often on its displays.

The Weaver version is actually a heavy Pacific produced with Lionel’s TMCC control board and a whistle sound that is thrilling. The MTH offering comes from the Premier line and has such fine details as steam coming from the brass whistle. I know of at least two all-brass versions of the 470 that were produced by Williams and repainted in 470 livery by Dave Kenyon. These also are striking models even though they don’t have electronics in them,

While not a lot of 470 models were produced commercially, it is possible to find them for sale. The MTH version is the costliest at \$1200 but is equipped with smooth running Protosound 3 electrics. The Weaver version being older is harder to find for sale.

Williams Brass engine below before being repainted to MEC 470:



The Weaver version of the 470 below sold new for just over \$800:



Close-up of the Weaver



The MTH Premier MEC 470 p/n 20-3813-1



At one point the MEC used “speed lettering” that is ‘tilted’ font to make the engine seem like it was moving fast. Carefully look at the 2 versions above and note where speed lettering was accurately captured on the models – or not!

If you can assemble some MEC passenger cars to couple to a 470, you can recreate your own Bar Harbor Express!



- END -

Maine 3 Railers Upcoming Schedule of Events

Future Maine 3 Railers Events

- Feb 17 **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. (Outreach Team)
- Feb 20-21 **Patten Free Library**, 33 Summer St., Bath, ME 04520. Setup Feb 20th 8-10am. Trains run 10am-5pm on Tuesday and 10am-4pm Wednesday. (Outreach Team)
- Feb 23 **Topsham Public Library**, 25 Foreside Rd., Topsham, ME 04086. Setup: 3:30-6pm on Thursday with trains running 10am - 2pm Friday. (Outreach Team)
- Mar 07 **Sable Lodge**, 74 Running Hill Road, South Portland, ME 04106. Set up 8-10am with trains running from 10am-3pm. (Outreach Team)
- Apr 13 **Spring SMMRC Show**, Westbook Community Center, 426 Bridge St., Westbrook, ME 04093. Show hours 9am-2pm with tentative setup 4-7 pm on Friday (Outreach Team).
- Apr 27 **Great Falls Model Railroad Club Show**, Mt. Ararat High School Gym, 68 Eagles Way, Topsham, ME 04086, Trains run 10am-3pm. Setup Apr 26th 4-8pm. (Outreach Team)

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

- Feb 08 Regular Monthly Club Meeting

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

- Feb 15 No Roundhouse Session, Preparation for the Club
- Feb 22 No Roundhouse, Set up for the Topsham Public Library Model Train Display
- Feb 29 Roundhouse Session, Topic: Highlights of February Club Events and Activities
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.

Maine 3 Railers Elected Officers and Appointed Positions

Elected Officers and Executive Board

President, 2023-2024



Gene Thayer

president@maine3railers.org

Vice President, 2023-2024



Bernie Pender,

vp@maine3railers.org

Secretary, 2023-2024



Dana Lindsey,

secretary@maine3railers.org

Treasurer, 2023-2024



Lou Bragaw,

1 Wren Drive

Topsham, ME 04086

treasurer@maine3railers.org

At Large, 2023-2024



Sam Carr,

sam@maine3railers.org

At Large, 2023-2024



Art Shean,

art@maine3railers.org

Recent Past President: 2023-2024



Richard Ridolfo,

pastpresident@maine3railers.org

Appointed Positions and Committees

Club Car Committee: Richard Ridolfo, Chair

Members: Jerry Gotreau, Peter Hanson, & Tom Hartwell

Club Car and Merchandise Sales:

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

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