



M3R CLUB NEWSLETTER FOR APRIL 2024

OUR NEXT MEETING IS THURSDAY, April 11, 2024, at 7:00PM on Zoom. Watch for the email from Dana Lindsey with the link to join.



President's Message by Gene Thayer

April arrived and train season is starting to wind down. However, if you read Art Shean's email from March 28th you know M3R has several events this month.

April is also the month that Hallmark delivers the "Dream Book" to their dealers. The 2024 Dream book will have all the Hallmark Christmas tree ornaments for this year including the Lionel Train ones.

They've been producing Lionel Trains licensed ornaments since 1996. Each ornament is a miniature representation of a Lionel product from the distant and not so distant past. Examples are the Hudson Steam locomotive, the famous Santa Fe War Bonnet F3, the Norfolk Western J Class Hudson, and many, many more. Some are available in July with the rest available in October.

The "Hallmark Ornament Dream Book" will be available at Hallmark Stores on April 12th so pick one up and get your preorder in. Then you'll have Lionel Trains on the Christmas Tree along with the ones running around underneath the tree.

Even the Club President Can Dream Sometimes!

Breaking News: On March 22, 2024, Gene Thayer appointed Dave Hodgkiss as Chairperson of the newly formed Clubhouse Committee. Dave is charged with investigating the feasibility of the Maine 3 Railers acquiring and operating a Clubhouse. The Clubhouse Committee will need members. Anyone interested, should reach out to Dave at dwh39@aol.com to offer your help.



New & Relatively New Members



*Jim Hitz
Dyer Brook, ME*



*Jim Newcomb
Kennebunk, ME*



*Steve Tranni
Raymond, ME*



*Jack Dexter
Edgecomb, ME*



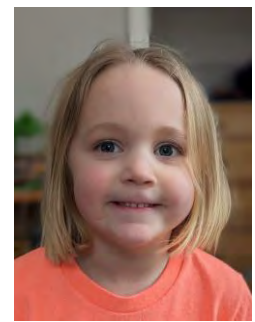
*Connor Morin
Dayton, ME*



*Jay Westra
Topsham, ME*



*Caleb Westra
Topsham, ME*



*Sophie Westra
Topsham, ME*

Members joining over the last 6 months without photographs available:

John Bennett – Portland, ME
 Kevin Brey – Goffstown, NH
 Thomas Buckley – Brooksville, FL
 Raymond Faulkner – Eliot, ME
 Don Fiorilla – Kennebunk, ME
 David Hamilton – Raymond, NH
 Galo Hernandez III – Thomaston, ME
 Orson & Eoin Higgins &
 Robin Sills – Windham, ME

Allen Humrichouser – Ashland, OH
 Andrew Jarvais – Skowhegan, ME
 Peter Marcucci – Patten, ME
 Sophia Mediratta – Cumberland, ME
 Michael Pokoney – Franklin, ME
 Ethan Schultz – Alstead, NH
 Colleen Serrada – Rome, ME
 Andrew Shattuck – Wilton, ME

For those listed above, please send Art Shean a passport style photo so that he can prepare your Club ID badges.

UPDATES



M3R YouTube Channel Update by Channel Master Carlton Spring

March was quiet for the Mobile Outreach Team with one event, our visit to the Sable Lodge in South Portland on March 7th. The direct link to the video is below:

https://www.youtube.com/watch?v=Db_T628mVyo

April will be very busy for the Outreach Team with the following events:

- April 13th: Spring Southern Maine Model Railroad Club Show – Westbrook Community Center from 9 am to 2 pm. Set-up the 12th from 4 to 7 pm.
- April 19th: Big Trucks, Big Trains Day at the Topsham Public Library 10 am to 2 pm. Set-up April 18th from 1 to 5 pm.
- April 27th: Great Falls Model Railroad Club Show at Mt. Ararat High School Gym from 10 am to 3 pm. Set-up April 26th from 4 to 8 pm.

As the videos of these events are produced and are uploaded to our YouTube Channel, I will send direct links to members via the club's group email.

STAY TUNED!





M3R Activity Committee by Chairperson Bernie Pender

Upcoming Events

Hopefully now that better weather is coming, we can kickstart some Club Committee Activities again. Although April seems to be very busy with model train shows and Club model train displays we have some tantalizing offerings coming up in May and June:

May 11th

The Maine 3-Railers and Brian Inch will be hosting an open house, Model Train Swap Meet & Classic Car Cruise-in in Augusta on Saturday, May 11th from 10:00 AM to 2:00 PM in the Front Street parking lot directly behind Brian Inch's **Model Rail Scenes train shop** at 227 Water Street. We will have an open-air tailgate (or trunk) swap meet so that we can visit, display, and buy and sell trains tailgate-style... with hopefully, a sprinkling of antique and collector cars mixed in. In addition, Brian is offering the use of his shop for us to socialize, run some trains, and use his facilities.

June 1st

On June 1st Jay Stone will be hosting a layout tour. Jay Stone's layout is a must see. You won't want to miss this one! More details will be forthcoming.

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



Club Car Committee by Richard Ridolfo

I am happy to report some good news on the two club cars we have been awaiting delivery.

2024 Club Cars

Maine Scenic Cylindrical Hopper is on the water and due into Baltimore May 3rd (Delivery date could be impacted by the recent bridge collapse in Baltimore). This car is available in two road numbers, and can be ordered by contacting Peter Hanson at 207-622-4256

The L.L. Bean Boxcar is getting ready to ship and is due in Baltimore the first part of June. This car is limited to two units per member (based on the agreement with L.L. Bean). It is not available to the public. There are only a few cars left to sell. Members can order one of each road number or two of the same number. Again, contact Peter Hanson at the above number.



2025 Club Car

While 2025 may seem a long way away, in the process of making a model train car it is not. The club has reached an agreement with Bath Iron Works to produce a train car. Preliminary discussions have centered on doing a Railking Crane Car with a Crane Tender. MTH has not provided pricing yet so it is too early for us to set a price. While we have been given artwork from BIW, we need to present a mockup to them for approval. At that point we will have MTH produce the design. MTH plans to run Crane Cars in the fourth quarter of this year with delivery in the first quarter of 2025.



From the Editor by Art Shean

Every two years the Maine 3 Railers elect new officers to lead the Club into the future. This November at our Monthly Meeting we will elect a President, Vice President, Treasurer, Secretary, and two At-Large Board Members. The Vice President is charged with forming a nominating committee to identify Club members willing and anxious to serve. In the past, the Nominating Committee has been hard pressed to identify members willing to serve and has settled for a single candidate for each position. Not very democratic!

One of our long-time Club members related his concern that a single slate and an up or down vote must change. As he put it, "that's not an election, but a confirmation of candidates selected by only one or two members on a Nominating Committee. We need at least two candidates for each open slot. I like the concept of choice."

The Maine 3 Railers continue to grow in numbers. We may be more active than many, if not the most active model train club in Maine or beyond. As we grow, we face many challenges, and our Club leaders must be prepared and capable of steering us through changing times. Should we look inward to be a Maine Club or outward to encompass New England or beyond. Do we want routine in-person meetings or continue electronically? Do we want and can we afford a local clubhouse? How diverse should we be? Bottom line, why do we exist and what should we strive to attain? What level of involvement do our members want? Are our most active members willing to continue carrying the load? Many, many questions need to be addressed in the next two years.

In November, we face a crossroad. Some of our current leadership, to include me, have indicated that after four years they are prepared to step down. Time for new leadership and perhaps changing directions.

Our executive board should represent a cross section of our membership including long-time members, new folks, varying model train interests, highly experienced as well as new to hobby. The only mandatory requirement is a desire to ensure our hobby is sustained.

It may seem early, but now is the time to step up! Jumping in now as a candidate or as a Nominating Committee member rather than later will make a difference when November arrives. Better to make well-reasoned, thought-out choices over several months, than uninformed snap decisions the night of the election. The Maine 3 Railers are far too big, far too visible, and extremely vital to our model railroading hobby in Maine to go rudderless.



EVENT REPORT



Which Did the Kids Like Best - Trains or Ice Cream? By Art Shean

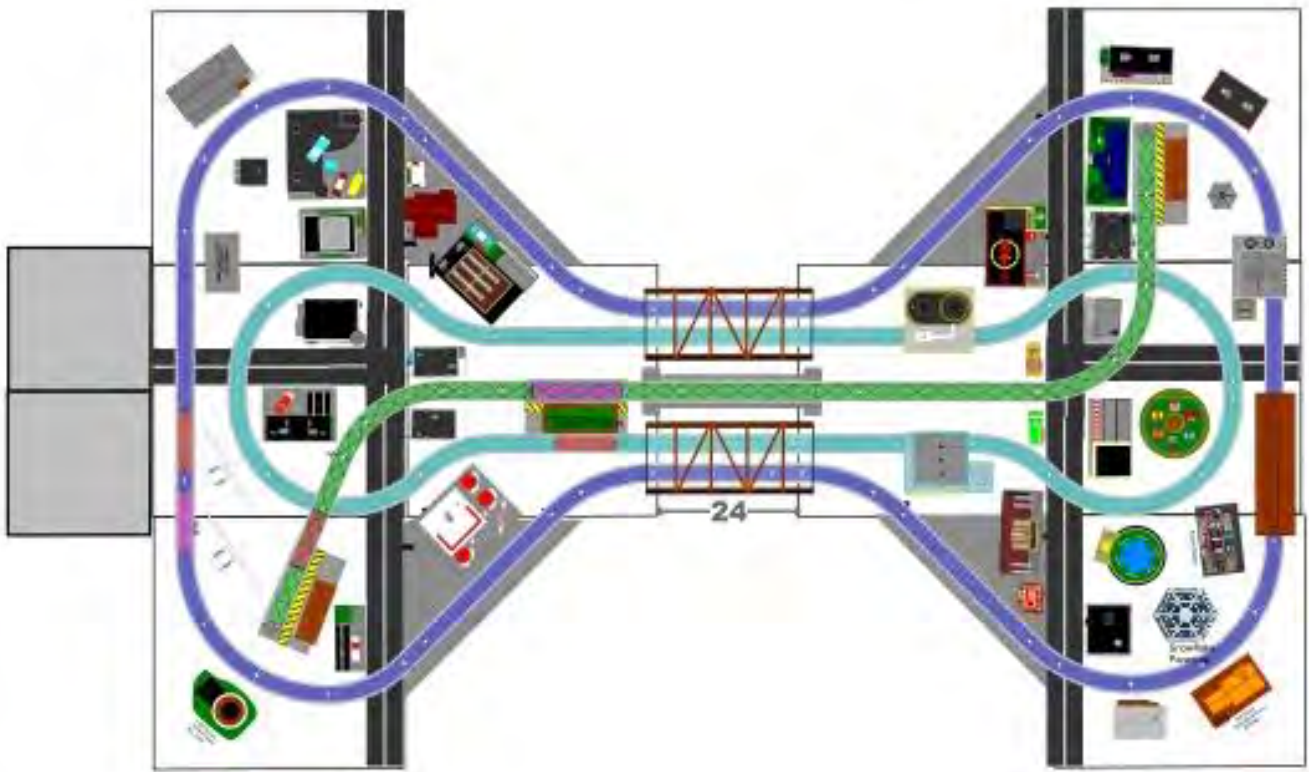
March 7th, the Maine 3 Railers Outreach Team returned to the Sable Lodge in South Portland. Our last visit to the Lodge was in September 2022 for their Grandparents Day celebration. The residence and staff clearly expected our visit and treated us well. They even granted us the highest honor that any Seniors Residence can offer – they canceled Bingo for the day so that we had unfettered access to their activity room for setup, operation, and dismantling of our layout.

Although our last trip was intended to focus on kids, I think we had more kids during this visit than we had then.



LAYOUT

The Sable Lodge is the only stop on our annual tour of Senior Living Facilities with 42”x42” tables. This poses an interesting challenge and opportunity for unique layout configurations. The first time we visited the Lodge in 2019 we thought the tables were 4 feet square and we had to improvise by spreading the tables out with 4” gaps to use our planned layout. This time we were better prepared with a 10.5’ by 16’ display plan using eight tables and four 30”x30” Inner Corner Fills (ICF) in a dog bone arrangement. Using 97 plus feet of track we laid out an outer and inner loop for freight and passenger service and a raised trolley down the middle. We split the tables in the middle of the dog bone with a 24” gap and traversed it with two double wide wood truss bridges and a single track raised arch bridge for the trolley. We also included a Lionel single track covered bridge on one end for architectural effect. As a final touch we included 35 feet of 6” wide asphalt roadway that mirrored each other on both ends of the tables. Due to the narrow width between the ends of the dog bone we were unable to connect the two ends with roads. Thus, leaving the layout residence with only rail service to connect the two adjacent towns.



SETUP

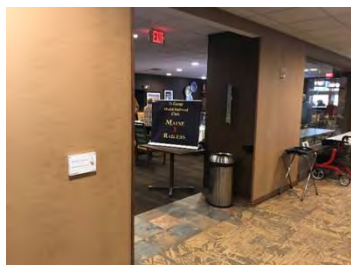
Sam Carr, Doug Pollock, Art Shean, and Carlton Spring arrived at the Lodge on 74 Running Hill Road across the road from the Maine Mall just before 8am and unloaded our equipment through the lobby and past the Lodges' impressive fountain and coy pond. We then cleared the furniture in the activity room and arranged the tables into the planned dog bone arrangement and covered them with white table covers. This turned out to be the last layout of the season with white covers.



After placing the roads and bridges, the team promptly laid the 97 feet of track.



As can be expected from a highly experienced crew, the layout came together within the allotted two hours and we were ready to run trains by 10am. It still amazes me how so few can present a nearly complete model train layout in such a short time when many spend years in their basements attempting to achieve perfection.





FINAL PRODUCT



Although assembly went smoothly and per plan, we did experience a moment of distress. As all experienced model railroader know, before you open your display for public viewing, you should perform an interference run of your planned consists. Fortunately Sam and Carlton are experienced and discovered during early testing that the Reny's Department store was too close to the tracks on a tight curve. The result was traumatic and the few early visitors were enthralled by the whole affair.



LUNCH

One of the benefits when visiting the Sable Lodge is chowing down in their well appointed and spacious Dining Room. Each member of the crew received a lunch certificate which entitled them to a free lunch. By lunch I mean, full salad bar, choice of entre, an array of desserts, and multiple beverage selections. They even had helpers to clear the tables when we were finished eating. We felt a little sheepish just getting up and not cleaning up after ourselves.



Portion of Dining Room



View of Layout through Dining Room Window

CROWD

Though moderate in numbers, the residents were very interested and impressed with our offering. They were inquisitive and many came back for a second look. The staff did a good job communicating to the residents about our visit and a number invited family to join them to view our layout with them. As mentioned earlier, we may have had more kids this visit than we had for Grandparents Day in 2018.





Between Working the Crowd and Videography Cores, Carlton had Little Time for Lunch

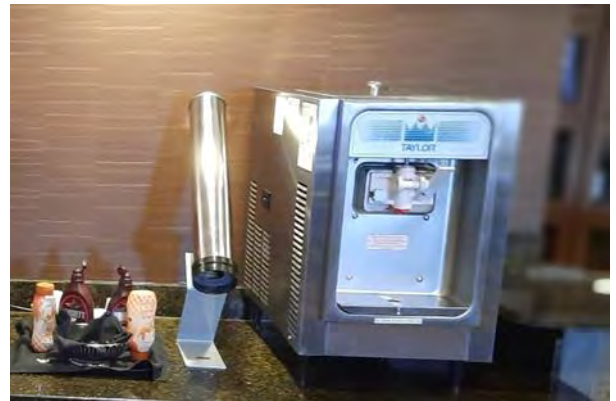




Talk about Salesmen. After Talking with Sam, the Gentleman in the Red Sweater Donated \$20 to the Club

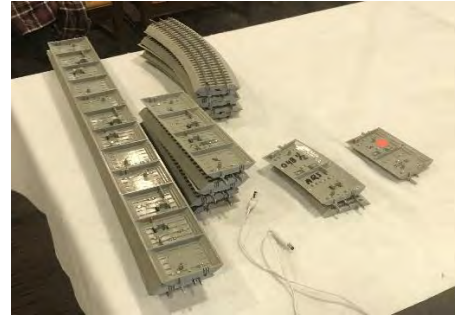
TRAINS OR ICE CREAM?

Lunch was great but the most tempting feature at the Lodge is the Ice Cream machine located ever so close to our layout in their activity room. Hard to pass it by when you are starring at it all day long. The kids could not pass it by as well. While the kids lapped up their ice cream treats, I asked their mother which they liked the best, Ice Cream or Trains? Diplomatically she said, "Both!"



DISASSEMBLY AND PACKUP

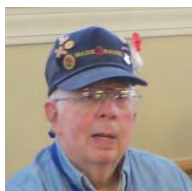
When 3pm rolled around, the crew politely dropped our banner and began the disassembly sequence: trees, vehicles, and rolling stock followed by buildings, track, trestles, and bridges. Last to go were roads, table covers, transformers, and wiring. Same sequence, different day, and different place, but the same result. In by 8am, run trains by 10am, and out the door by 4ish.



The only mysteries at the end of the day were whether I could get my SUV tailgate to close on the first try and did the Lodge crew want the tables and chairs as we found them or available for them to rearrange.



Photography by Art Shean and Carlton Spring



The View from Doug's Chair by Doug Pollock

Well, we made another trip to Sable Lodge in South Portland with the portable layout and what a Fantastic time was had by everyone. There were a lot of visitors from residents and staff family members. The residents had an outstanding time watching the great layout and interacting with us. We talked with many people who really lingered and returned multiple times to enjoy the trains, buildings, and carnival rides.

I remember talking with two men. One man was a former United States Marine. We had a fantastic conversation which started with him asking me how old I thought he was. So, I said (I just took a wild guess) "97". He said, "No 95 and by the way my name is Frank just like a Hot Dog." The conversation only went up from there. We both had a great time. He is a fantastic person.

The second man grew up in Westbrook and I grew up in outer Portland so pretty close together. He had a few jobs but one was as a Westbrook Police Officer or should I say Police Person. I feel he was around one of the schools a bit and knew a lot of kids. If he found someone doing something they should not be doing, he would talk to them, and they would ask if he was going to tell their dad. He would say no, but you are. He would usually see the dad a week or so later and the dad would thank him.

On one occasion there was a game at the school and after the game there was a fight or ruckus of some kind. He went to speak to one of the kids involved and he took off running. So, he did likewise and almost caught him. But he didn't. A day or so later he saw the same kid and went up to him and said, "I almost caught you." To which the kid responded, "Yes, almost but not quite." So, he asked the kid what he did in school and the boy said, "Track!". When he heard this, the guy was pleased. because the kid was younger and faster but not wearing a police belt. The guy also knew that he was carrying more pounds around the waist and was older. So, my new police friend got a kick out of that and just told the kid please don't do that again. The second guy had a good time telling his story. Really good Man!

Here is a letter from a book I have been reading titled: Railroad Fever

Trouble??? A man and his teenage son were having an argument aboard a west bound train. A lady sitting behind them objected to the noise. She promised, "If you don't stop your yelling, I will make trouble for you."

The man responded, "Look Lady, my wife ran away with the ice man, yesterday the bank foreclosed on my mortgage, we are on the wrong train, and my son just dropped our tickets down the toilet. And you're going to make trouble for me???"

MODEL RAILROADING



Progress on the Grand Hotel by Jan Williams

Grand Hotel

Here is the Grand Hotel as of March 22nd - windows have been installed on three sides.



Window installation proved more complicated than just gluing them in – I had to install a sill to position the windows, then lock them in place with strip wood...



I'm really excited about decorative keystones for the top of the window arches - I have test shots from a fellow who does 3-D printing; they look great.

3-D Printing

I recently had a fascinating experience with Alan Nelson, a person who does 3-D Printing. Alan was recommended by a person on the O Gauge forum; Alan truly is a talented guy!

I needed decorative keystones for my Grand Hotel model, fashioned after the Copley Plaza hotel in Boston; I sent him this photo.



Note the variations in the prototype! The next pics show the test shots Alan created, and how they will fit on each arch.



3-D Printing offers numerous possibilities for us as modelers. A company in the UK already offers to scan a person and create an O-Scale figure of them. We live in a fascinating time...

Ridlon School

I have taken on another 'small' project. My wife Sally heads a committee to save an 1817 one room schoolhouse in Hiram. The owner gave her the building - she just must find a new spot for it, move it, and restore it...LOL I've agreed to make a model of the building as it was in 1817, to support her campaign. It's almost as easy to make two models as it is to make one; I figure the L.L. Bean layout could use a one room school...





Kids Corner by Jay Westra

Caleb (age 7) and our whole family have been members since last October. Model trains are new to all of us, so we are very much learning as we go. We now know that we started with a simple oval O27 track kit from the mid-1990s. This has quickly grown and evolved to a figure eight and now to tubular standard O gauge with two loops with a siding. This uses several switches in the layout which provides exciting options for interaction and variety. Early on we decided that a setup on the floor works well for us, both for simplicity and to allow easy access/reach to all of the components.

We created and added some scenery, as you can see below:



However, Caleb's main interest has always been long trains with lots of cargo - logs, people, cars, animals, dinosaurs, etc.



Now we can make consists of 13+ cars loaded to the brim with all manner of goods destined for distant ports. This many cars have proved challenging for our original steam engine to pull, but our dual motor Kennecott diesel handles them well. Our layout incorporates parts from several toy sets, keen eyed observers will see some: Lincoln logs, Fisher Price, Duplo, Brio, and Paw Patrol.



Trains running smoothly and consistently has been a priority. Since we are using used track and predominantly used trains, we have learned to clean them to keep them rolling well. Several of the couplers were too loose and would intermittently release, rapidly accelerating the train and causing many near disasters. We improvised by tying them closed with bread loaf bag twist ties until Sam showed us his cache of dental elastic bands which fit the task perfectly.



One curve on the layout was especially problematic and caused trains to derail on almost every run. We were frustrated after trying almost everything to fix it for many weeks: tightening the track connections, slightly banking the curve, straightening the downstream run-out, etc. Finally, Caleb looked very closely at the curve and noticed that one of the tracks was bent at a slightly different radius than the other two, causing the inside wheels to come off the track almost every time. Eureka! We swapped it for a new curve piece, and it was fixed! Since then, the layout has run much more smoothly, much to everyone's enjoyment.



That's what we've been playing with lately. Until next time!
Caleb, Sophie, Jay, & Lauren Westra



Pine Tree Power: GP 7 (and 9) by Jeff Jacobs

In Pine Tree Power this month we talk about the EMD GP7 (and 9) “Road Switcher” engines used extensively on Maine RRs. Electro-Motive Division produced the 1,500-hp, four-axle GP7 from 1949 through 1954, making a total of 2,734 units, including five cabless B units which never ended up in Maine. A whopping 4257 GP9s were built thru 1959 (1964 in Canada). These sturdy GEEP locos helped usher in the transition from the steam era and hung around for many years. (some are still in service on tourist RRs etc.)



A popular question is “What makes a GP9 different from a GP7?” This topic can go on and on, but the real difference is in the prime mover which in both cases is the EMD “V” 16 cylinder 567. (Yes, that’s 567 cubic inches per cylinder!) However, the GP9 used the 567’C’ which rotated faster and produced 1750HP vs 1500HP. And that is the big difference although much debate goes on about visual exterior features enabling one to tell them apart. An old saw says that EMD stands for “Every Model’s Different”, which alludes to the fact that the Geeps were always undergoing slight improvements or buyers were ordering different options. Many claim that the torpedo tubes along the roof tell the story. They are blisters for the dynamic braking system. While some believe it is a distinction between 7s and 9s, it really tells whether the locomotive was ordered with dynamic brakes – and both series offered that option. True, an early basic GP7 probably won’t have them and by the GP9 era most roads were ordering the DB option. Bear in mind that 7s could also have blisters. Under the cab are a set of louvers leading to the battery box. If the RR didn’t switch these covers around, then you can tell a GP7 because it had 3 louvers while the GP9 mostly had just 1. By the end of Geep production, the diameter of the roof fans had gone to 48” but some GP7s caught this improvement too, so again be wary. At about the time of transition to GP9, the side sills along the lower edge of the loco got trimmed a bit, but it’s tricky to spot.

It turns out that Maine Central acquired GP 7’s only, about 24. These were seen everywhere as the name roadswitcher implies and collectively they sported all of the MEC paint schemes (well, not the bloody nose one!)

The Bangor & Aroostook also got into the GEEP craze with it’s most famous being The Jeremiah Obrien # 1776 (formerly 573). The BAR acquired 16 GP7s and 5 GP9s. MTH’s Jeremiah, shown here, is advertised as a GP9 and



sported the red, white, and blue of potato car fame which aligned with the country’s bicentennial fad as the GEEP worked its way up and down the BAR line. MTH made this PS3 version (p/n 20-21100-0) and Lionel made at least 2 different runs:



p/n 6-8665 (which included a matching caboose)



Metropolitan Division TCA



Available Exclusively from METCA

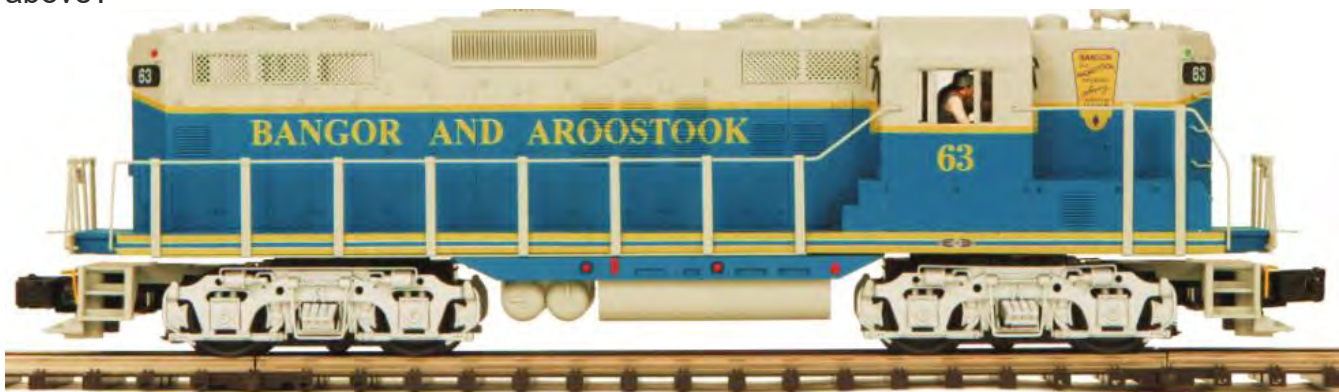


Prototype Artwork Shown - actual graphics may vary

and (one with Legacy), sold only by METCA. p/n 2101190
Meanwhile, back on the MEC:



Lionel's yellow is a tad "bright" on this MEC 562 GEEP model, Legacy p/n 2133171.
Here we see an MTH Premier advertised as a GP7 – does it look any different than the Jeremiah above?



A nice PS2 runner just the same. p/n 20-2895-1

And in yellow...



We have a Railking GP7 in MEC 576 markings, p/n 30-2356-1



Here's a Williams O scale conventional GP loco p/n GP-9-246



And another Williams model in the MEC Green



LCCA sold this special edition Lion Chief B & M p/n 6-58213



Lionel made these with TMCC as a trio with 2 powered + a dummy p/n 6-11843



Here's a Lionel single GP9 with Legacy control p/n 6-38877



Atlas O made a version of the Guilford GEEP with IMHO. It has the best sounding horn in the hobby. It features TMCC control.



Here's a paint scheme that I would like to find again. It's from Atlas O.

As you can tell, there are many O scale models of this popular EMD engine in Maine liveries, especially if you get into the many turned out by custom painter, Dave Kenyon.



Like this Williams repaint in Maine Eastern colors

If you are modeling the transition era in northern NE, you've gotta have a GEEP on your layout. Prior to the GEEPS, EMD offered the unusual BL2 loco, which we will cover in a subsequent article.

Maine 3 Railers Upcoming Schedule of Events

Maine 3 Railers Events

- 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 19 **Big Trucks, Big Trains Day**, Topsham Public Library, 25 Foreside Road, Topsham, ME 04086. G-Scale Thomas Engines run 10am-2pm, Setup Thursday Apr 18th 1-5pm (Volunteer Club Members)
- 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)
- May 03-04 **Baxter Library Spring Book Sale**, Gorham Recreation Center, 75 South Street, Gorham, ME 04038. Setup on Thursday May 2nd from 2-5pm and trains running from 9am-6pm on Friday and 9am-1pm on Saturday (Outreach Team)
- May 11 **Open House, Swap Meet, Tour of Brian Inch's New Model Train Layout, and Classic Car Show** at Model Rail Scenes, 227 Water St., Augusta, ME 04330. 10am - 2pm.
- May 30 **Thomas Memorial Library**, 6 Scott Dyer Rd, Cape Elizabeth, ME 04107. Setup at 8am with trains running from 10am-3pm. (Outreach Team)
- Jun 01 **Tour of Jay Stone's Model Train Layout**, 9 Windsor Way, Wells, ME 04090 Hours: TBD
- Jul 14 **Moxie Festival**, MTM Center, Lisbon Falls, ME 04252. Setup on Friday at 5pm with trains running on Saturday July 14 from 8am-4pm (Outreach Team)
- Aug 17 **Joe Landry's Open House and Train Show** at 19 Orestis Way, Lewiston, ME 04240 from 1-5pm

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

- Apr 11 Regular Monthly Club Meeting

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

- Apr 18 No Roundhouse Session, Set up for Big Truck, Big Train Day
- Apr 25 Roundhouse Session, Topic: Open Forum
- May 02 No Roundhouse Session, Set up for Baxter Library Model Train Display

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:

Peter Hanson,
21 Norway Drive, Chelsea, ME 04330
clubcar@maine3railers.org

Event Coordinator: Sam Carr

M3R Activities Committee: Bernie Pender, Chair
Members: Dave Hodgkiss, Mark David, & Rick Hills

Gifts Manager: Vacant

Train Show Committee: Richard Ridolfo, Chair
Members: Sam Carr, Vic Fuller, Bill Halley, Peter Hanson, Tom Hartwell, & Gene Thayer

Special Projects Manager: Jeff Jacobs
specialprojects@maine3railers.org

Clubhouse Committee: Dave Hodgkiss, Chair
Members: TBD

Event Layout Design:

Jeff Jacobs (Trailer Events)
Art Shean (Outreach Events)

Media Committee: Vacant, Chair

Members: Conrad Berthiaume, Dana Lindsey, & Douglas Pollock

Webmaster:

Mark David,
webmaster@maine3railers.org

YouTube Channel Master:

Carlton Spring,
youtubechannelmaster@maine3railers.org

Newsletter Editor:

Art Shean

*The IRS recognizes the Maine 3-Railers as a 501(c)(3) charitable organization.
1 Wren Drive, Topsham, ME 04086*