



Member since June 1988

**NEXT MEETING
SEPTEMBER 20
6:30 p.m.**

**HAVE A STORY
YOU WANT TO
SHARE?**

**SEND IT TO THE
EDITOR TODAY
AND YOU MAY
BE PUBLISHED!**

*Bring a friend to our
next meeting.*

DO YOU WANT TO WIN?

Attendance & 50/50 prizes are drawn at every Meeting, on the 3rd Thursday of the month.

**YOU HAVE TO BE
PRESENT TO WIN!**

DONATIONS

Bottles for Basics:

- ◆ 2017 - \$720.00
- ◆ 2018— \$217.00
- ◆ September—\$70

PRINTER

CARTRIDGES:

Total last year: \$107.00

YTD: \$61.00

Last Month: \$6.00

THE SIGNAL

THE GREAT FALLS MODEL RAILROAD CLUB

VOLUME 22. ISSUE 4

SEPTEMBER 2018



By Paul Lodge

A SUCCESSFUL TRAIN FEST

The eighth annual Train Fest, held at the Great Falls Model Railroad Club on Saturday, August 18, was a success. Thanks to the many club members who helped with the decorations on Wednesday and Thursday evenings and those who volunteered to work for all or part of the day on Saturday. The HO Crew was large enough to help all 25 of the Guest Engineers (a very low number), and everyone spent a lot of time looking at the layout with its many new features. Although the upstairs crew was a lot smaller than usual, attendance was light and everything went smoothly. Only 61 adults paid for admission. An additional seven families had received free passes at either the Auburn Public Library or Governor's Restaurant. According to the paper balloons on which children wrote their names, about 50 children came to the Train Fest. Ticket sales for the games and crafts and the increased admission cost of \$5 kept the total receipts from dropping. In addition, Eric Long reported that the Company Store earned over \$250.

As usual, a high percentage of the visitors came as a result of seeing the signs put out by Travis Johnson and Ed Webb. This was the first time at the club for many of the guests, including a number from out of state who had come to Lewiston-Auburn for the Great Falls Balloon Festival.

The winter scene of the G-Gauge layout provides the first trains that people see as they enter the club for our special events. While waiting for trains to come through the snow-covered tunnels, children had fun pushing the button to watch the skiers and a snowboarding dog come down the hill on Dick Clark's mechanized ski slope. Dick Clark manned the G-Gauge layout for the entire day. In addition to the club trains, Dick had a special Great Northern consist with Conductor Tom Coulombe, a figure designed and made by Dick's wife Sharon, and two passenger cars filled with passengers donated by Ray Parent. For most of the day there were three trains running on the G-gauge tracks while Thomas the Tank Engine and his friend Percy ran on their special layout.

Tickets were sold at the door so that children could play the "Balloon Bag Toss" and "Roundhouse Roulette" games, decorate cookies shaped like hot air balloons, and make crafts projects. Rick James, who coordinated this year's Train Fest, made the cookies and the frosting. Tami Paine had recruited several family members to help with the crafts table, face-painting, cookie decorating, and serving lunch to club members. In one of their favorite crafts projects, children created a hot air balloon using several folded pieces of colored construction paper and a small paper cup for the passenger basket. Jasmine Pelletier and Analise Long enjoyed face-painting each other and the paying customers. The Brio set and the toys on the nearby play rug were enjoyed by the youngest visitors, including Travis & Anna Johnson's one-year-old daughter Allorah.

Club members enjoyed the lunch prepared and served by Tami and her crew. Chocolate chip cookies provided by Governor's Restaurant were available for sale to event visitors and club helpers.

Thank you to everyone who came to make this event a success again.

PAINT SCHEMES ON THE GREAT FALLS RAILROAD

By Travis Johnson

The Great Falls Railroad was conceived as beginning in the late 1800s after several roads were merged to form an early class 2 system. During World War 1 and World War 2, the road saw the start of Dieselization, and the first internal combustion locomotives began their inevitable progress to push out the old venerable steam loco. We don't know much about the earliest diesels that the road procured other than that they were unreliable and painted black, like the steam locomotives before them. This would not remain true though.

We all have something we love in this multi-faceted hobby of ours. One of the things I enjoy most in this hobby is the paint schemes of all the different roads we choose to model. Real or imagined, it is the painting of the locomotives - from the history and the concepts - that really interests me. Although I get to do very little of it, I enjoy immensely having a chance to actually try to paint them myself (with varying degrees of success). I invite you to follow along as we look at the history, both in model form and in real life, of the paint schemes on our miniature wonder, The Great Falls Railroad. Our stop today - the Early Days, Fs, GPs, RSs, and Baldwins.

The Early Days

The Great Falls Railroad was conceived as beginning in the late 1800s after several roads were merged to form an early class 2 system. During World War 1 and World War 2, the road saw the start of Dieselization, and the first internal combustion locomotives began their inevitable progress to push out the old venerable steam loco. We don't know much about the earliest diesels that the road procured other than that they were unreliable and painted black, like the steam locomotives before them. This would not remain true though.

The Electro Motive Company FT units were the first truly successful diesels that the GFR had an opportunity to try, and try them they did. While the first order from GFR to EMC was small (six units total, four As and two Bs), they were again painted black, but with something different - Stripes!

EMC had by this time grasped the idea that there were more colors than black which a manufacturer could apply to the metal boxes they produced. This had the implication that most railroads wanted to be distinguished from one another in varying ways. Some would settle for a "vanilla" approach, painting the bodies of the locomotives with one color and little or no stripes. Others went a little wild with stunning multicolor murals. The Great Falls Road, it can be said, went for the wild in the standards of 1946.

Great Falls Railroad Paint Scheme

Long-time club secretary, Paul Lodge, is the man to whom we can attribute the first Great Falls Railroad paint scheme. In a phone interview with Paul, I was able to ferret out some interesting facts about the first paint scheme used by our club.

"A 1955 Ford Fairlane. That's where I got the inspiration for the stripe," he would have to tell me multiple times. (For some reason, I kept picturing a GM product.) As I had yet to come across any photos of his locomotives at that time, I must admit that my reproduction is off, in the fact that the "waterfall" part of the stripe is backwards on the models I painted.

Paul entered his model in a competition the club put on while still in a storefront near Staples at the Promenade Mall in Lewiston. "We really didn't take many pictures at that time. We voted on the best-looking one and went about our projects for the night," Paul admits.

So what put his design over the top of the other applicants? "Dress for Success," was Paul's answer. "Blue and gray and a white stripe that looks like a waterfall along the body of the car. One could say the locomotive is 'dressed for success.'"

"Dress for Success?" I questioned. I've heard the term before, but this was a new use for the phrase.

"Yes, the idea goes back to the 1940's and 1950's when people dressed for the job

PAINT SCHEMES CONTINUED FOR PAGE 2

where they worked. Business-minded people for a long time wore suits or neat coordinated outfits for work. So with this idea, a classic blue blazer, white dress shirt and gray slacks is what inspired the colors.” Paul added, “Of course we applied meaning to the colors. The blue sky over the white froth on the waters that flow over the Great Falls between Lewiston and Auburn, and the gray gunk under the water’s surface!”

“Wow! Brilliant!” was all I could say. The idea apparently worked well for Paul. His model won the contest over other schemes, including one based on a camouflage design. To be honest, it worked on me as well. When I first saw the scheme, I decided that I would like to try my hand at it! I can only hope that my design comes close to what the original done by Paul all those years ago looked like.

Meanwhile, Back on the Layout

The first units to receive the new paint scheme were the EMD F3 built new for the road in 1946-47. The only other order for locomotives before this had been an emergency order for four F2s that were built as the line was finalizing the more colorful scheme. Blue on top of a white line that starts as a “bow wave” at the front, the lines go toward the back with the railroad line’s name in blue before bending down and back up to form the “waterfall”. Gray (or silver if you prefer; either color could be used) was underneath the stripe and provided the contrast to the darker blue above.

Paul’s original scheme has come to be known as the phase 1a (A units) and a simplified phase 1b (B units) among rail fans. Unfortunately hard to keep clean, the railroad did its best in the early years despite most roads not cleaning their equipment. When the time came for The Great Falls Railroad to acquire more locomotives, it opted to finish out the F series with a few more F7s, but also ordered a few RS-2s from Alco. The RS-2s came with a slight modification to the phase 1 scheme to better accommodate the walkways around the new units. A later order for four RS-16s from Baldwin also share the Alco modified scheme which came to be known as the phase 1c scheme.

Variations on a common paint scheme. That will be the topic of the next installment of Paint Schemes. See you soon.



LIBRARY UPDATE

By Terry King

The Hartt-Swasey Library at the Great Falls Model Railroad Club is currently looking for older issues of *Narrow Gauge and Short Line Gazette*.

We have recently received quite a number of date nails. Date nails were placed in the center of wooden railroad ties to date the year that the ties were installed. The oldest nail that we have is from 1926. We also have a date nail from 1932 made out of copper. If you want to learn more, we have two new books on this subject: *Date Nails & Tie Preservation* by Jeff Oaks and, “*And Now Its Nail Time*” by K.B. Shaw. (“Its” is the way it’s printed in the title.) Our completed display of the date nails is now located in one of the showcases by the stairs.

During August we also received around fifty railroad menus with a few time tables. Of special interest is a handwritten note on the front of a New Haven time table: “\$51.40 train, \$24.15 bus”. These railroad menus and time tables were donated by the same person who donated the 11,000 slides from his uncle’s estate. He also donated the railroad playing cards a couple of years ago.

Will there be more? He told me that he is still cleaning out his barn, so maybe there will be more in the future.

August Minutes by Paul Lodge

August 16, 2018



With the new meeting schedule, a railroad video was shown from 6:30 to 7:00 p.m. while club members were arriving for the monthly meeting. At 7:00 the Power Point slide show of club activities in July and August was shown.

President Whitethunder McBride opened the meeting with the Pledge of Allegiance.

A motion was made and accepted to approve the July Secretary's report as published in the August *Signal*.

Secretary Paul Lodge read the minutes from the August 9 Executive Committee meeting. The Executive Committee report included the following information from Owen Buck, Terry King, George Pitchard, Rick James, and Paul Lodge:

Owen Buck, Treasurer, noted that the roof repairs have been finished. They found some other minor problems which they included in the original estimate and fixed. Owen said he sent a thank-you note along with the check for the extra work they performed for the club.

Terry King reported that the light in the Baggage Room has been replaced and several outlets in the meeting room have been updated. A motion was made and approved to pay \$185 for the electrical work. Terry also said he has found some napkin holders. Terry showed the new emergency telephone numbers he has posted on the outside of the building. He has taken off Jerry Johnston's name and added Darin Long's.

As Show Committee Chairman, Terry King reported that Sam Carr has asked if we are going to participate in the Maine State Museum open house on the first Saturday in December. A motion was made and approved by the Executive Committee that the club NOT participate. We would need to rent a truck for two days and we are not allowed to sell anything to help cover our costs.

George Pitchard has been working on installing the shelving and closet storage space in the meeting room. He reported that the cost of materials is about \$400.

Rick James reported on the Train Fest. He noted that balloon-shaped cookies will be available for frosting decorations, and that he will pick up the chocolate cookies that will be donated by Governor's

Restaurant. Tami Paine will be in charge of the children's crafts area as well as providing lunch for the club members. Terry King will make "Free Passes" to be given to Governor's and the Auburn Public Library.

Paul Lodge made an appeal for help in wiring a DCC layout for Ron Palmquist in Portland.



Benton Hayes working on our N scale layout.

NEWS FROM SPIKEY'S STATION

By Tami Paine

At the August 4 meeting of Spikey's Station, we talked about the importance of the train engineer and what his job is. We watched Thomas the Train Engine and Animal Rides. The children picked boxes to start creating their portable train sets. With help from Jasmine Pelletier and others they painted peg doll engineers for the portable train sets.

The Train Fest on August 18 gave us a chance to share our crafts with visitors to the Great Falls Model Railroad Club. They were able to create a hot air balloon by putting together several large circles cut out of colored construction paper, with a small paper cup as the passenger basket of the balloon. Another favorite project was the specially designed two-dimensional train car for carrying circus animals. Children could color the picture of a lion, an elephant or another animal to glue into the train car, which they created using colorful popsicle stick "bars" that served as a cage for the lion.



Peg doll Engineers

SR&RL SHOW IN PHILLIPS ON SEPTEMBER 29

By Sharon Barber

The Rail Fair on September 29 from 9 to 3 at the Phillips Area Community Center, 21 Depot Street, is a unique model railroad and hobby show in conjunction with the Sandy River & Rangeley Lakes Railroad. Phillips is a beautiful small town located in a scenic part of Maine on the Sandy River between Farmington and Rangeley, within two hours of Lewiston-Auburn.

Benton, Kerry and Julie Hayes of the Great Falls Model Railroad Club will again this year be running trains on the portable n-scale layout that they created and operated for the first time at last year's show in Phillips. Art Shean of the Maine Garden Railroad Society will have an impressive 12' x 20' G-scale layout with trains operating throughout the day. Alan Carroll will have both his On-30 and On-2 layouts.

A number of vendors, including the Phillips Historical Society, will be selling model railroad items and Sandy River Railroad memorabilia. Some local photographers will have their train/railroad-related photos to sell. Pam Matthews, organizer of the Rail Fair, will have a table for her just-released children's book about Fly Rod Crosby, telling the story of when the train first came to Phillips.

The American Legion will again have food for sale at the train depot next to the Community Center, where there will also be a Farmer's Market. Those who attended last year's Rail Fair will remember the antique cars that were on display as well.

Train rides on the Sandy River and Rangeley Lakes Railroad are scheduled to leave the Sanders Station (128 Bridge Street) at 11:00, noon, 1:00, 2:00 and 3:00. The SR&RL is dedicated to the preservation and restoration of one of Maine's original two-foot narrow gauge railroads. Located in the mountainous region of Franklin County, the SR&RL was the longest of the five two-foot railways that once served the state.

For more information, call Pam Matthews at 639-2630 or use her email address pam15river@gmail.com



THE GREAT FALLS MODEL RAILROAD CLUB

144 Mill Street
Auburn, Me 04210

<http://www.greatfallsmodelrrclub.org>

Facebook: Great Falls Model Railroad Club

An Educational Foundation

OFFICERS:

President:
Whitethunder McBride
213-6422
wtthunder1750@yahoo.com
Vice President:
Mike Meserve
754-1476

yzf250mike@yahoo.com
Secretary:
Paul Lodge - 966-3641
paul lodge@gwi.net

Treasurer:
Owen Buck, 485-9736
obuck61@hotmail.com

Librarian/Archivist
Terry King, 576-3788
tpking@roadrunner.com

Directors:
Rick James, 740-1266
Darin Long, 782-3652
Eric Long, 754-4493
Webmaster:

Joe Marshall - 344-7099
joe@del-stardotstar.com
Assistant Webmaster:
Frances Lodge - 966-3641
paul lodge@gwi.net

Social Media Editor
Tami Paine, 595-4668
Tami.girardin@yahoo.com

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Editor:
Terry King
tpking@roadrunner.com

Proofreader:
Frances Lodge
paul lodge@gwi.net

Address Change

If your mailing or e-mail address changes please notify
Paul Lodge at
paul lodge@gwi.net

www.greatfallsmodelrrclub.org

Upcoming Events

September 20, Membership Meeting
September 29, Train Show in Philips
with Sandy River & Rangeley Lakes
Railroad.
Every Wednesday at 6:00 p.m.
Work Session



Sandy River &
Rangeley Lakes
Railroad

November 3, Train
Show at Mt. Ararat
High School Topsham.
10:00 a.m.—3:00 p.m.
Set up at 7:00 a.m.



Recurrent Activities

Please check web site or Facebook page.

HO Operating Session:
September 22, 9:00 a.m.
October 6, 9:00 a.m.
October 20, 9:00 a.m.

2nd Thursday of each month—6:30 p.m.
Executive Committee Meeting

3rd Thursday of each month—6:30 p.m.
Regular Monthly Meeting

4th Thursday of each Month—7:00 p.m.
Modelers Forum

Spikey's Station
September 15
September 29