

Member since June 1988

**NEXT MEETING  
?????????  
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:**

- ◆ 2020- \$484.00
- ◆ November— \$24.00
- ◆ December—\$0.00

When you send an article with pictures, please do not embed them into the article. Please send them as a separate file. This way we can lower the number of MP's. This way we can send the Signal as one file.

# THE SIGNAL



THE GREAT FALLS MODEL RAILROAD CLUB

VOLUME 25. ISSUE 1

JANUARY 2021

## UTILITY TEAM 2021 PLEDGES REQUESTED

By Paul Lodge

The annual membership dues for the Great Falls Model Railroad Club are due starting in January. Dues are still only \$30 for an individual or \$35 for a family. These can be paid any time from now until June. Just make out a check to Great Falls Model Railroad Club (or GFMRRC) and mail it to Treasurer, Owen Buck; Great Falls Model Railroad Club, 144 Mill Street, Auburn, ME 04210. Paying early is an advantage for your memory and for the club's budget.

Approximately one-third of the club's revenue comes from membership dues. The other two-thirds typically comes from train shows, surplus inventory sales, special events at the club, *Bottles for Basics*, and other donations. The *Bottles for Basics* campaign is still producing some additional income (about \$500 a year in the past) and we are grateful for your continued support by bringing returnable bottles and cans to the club. As a result of coronavirus restrictions, two-thirds of our expected income has not been realized this year. We still need to pay insurance, taxes, heating, water, and electricity expenses.

**Can you help?** One way to help is to make a pledge to pay for one of the monthly bills by becoming a member of the *Utility Team*. The club has successfully used this fund-raising approach for several years. *Utility Team* pledges are divided into two categories. The water bill is \$30 a month and electricity costs approximately \$150. If pledges are made and paid for all twelve months, the club will gain about \$2,200. We need to have 12 members pay \$30 for the water expense for one month or \$150 for the electricity. Members may volunteer to pay the entire \$150 monthly electricity bill or pledge \$50. With \$50 pledges by three members, we can pay for another month's electricity bill.

To make a pledge, contact Paul Lodge at [paul@lodge.net](mailto:paul@lodge.net) so he can add your name to the *Utility Team* pledge sheet. Let him know the amount of your pledge and the month which works best for you. Contribu-

tions for the *Utility Team* can be paid directly to Treasurer Owen Buck now or during the later month of your pledge.

Please consider helping the club during this pandemic by offering to pledge what you can afford. Thank you for any additional support you can contribute.



Mike Ricci just finished working on the South River Modelworks Car Shop. Since his layout is still under construction, the car shop is not yet installed on his layout.

# SOME RECENT DONATIONS

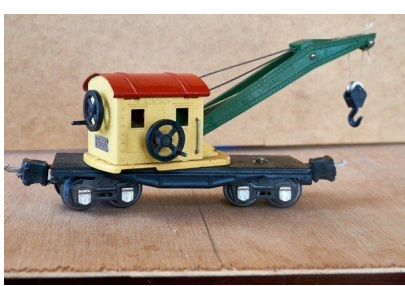
By George Pitchard, Librarian

The Great Falls Model Railroad Club has recently received two very nice donations of larger-scale trains and a donation of several really remarkable scrapbooks. First, the trains – Gil Riley, of Wilton, has given to the club a very nice pre-war Lionel train, consisting of 2-4-2 locomotive #249E, with tender #265W, and #2660 crane car, #652 gondola, #656 stock car, #659 dump car, #654 tank car, and #657 caboose. All of these are in very good condition, “like new” really. The engine runs well, and the whistle (in the tender) still works! Most of this equipment still has original boxes and several accessory items were also a part of the donation. It is perhaps needless to say (but I will anyway) that this wonderful train is now the centerpiece of the club’s permanent collection. It is safely “behind glass” in the O-gauge display case but will be gotten out and operated on special occasions. I should also mention that Mr. Riley states he was given the set as a Christmas present in 1939 – a mere 81 years ago!

Jane Thompson has given to the club a good-sized lot of S-gauge American Flyer trains, apparently dating from the 1950s and in quite decent condition. Three of the four locomotives (one of which is a 4-6-2 type) run “as is”; and there are about a dozen cars and a large amount of track and switches. This writer is nostalgic, as a duplicate of the train he received for Christmas in 1958 can be assembled – and it runs!

GFMRRRC member Dan Collins gave to the library a while ago 17 old scrapbooks of various sizes, which contain general railroad material. Some of them are specific to Maine, but most are not. These books were assembled by Warren W. Saunders, apparently starting in the late 1920s and continuing through the 1930s. They are full of all sorts of entertaining stuff, which is not organized in any particular order – but then, that’s part of the fun in scrapbooks. Warren Saunders was a son of Manassa Saunders, who was Master Mechanic of the Sandy River Railroad in the early 1880s. Warren started his railroad career in 1822 at the age of 16 as a fireman on the Sandy River line. He went on to become an engineer there, and later moved on to other railroads. He ended his career as stationary engineer in the West End Hotel in Portland. Several of the scrapbooks are repurposed hotel registers from there. The scrapbooks will be available for limited circulation in the near future.

T.T.F.N., y’all. Thanks for reading.





## CLUB SNOW REMOVAL

After each snowstorm, Carl Butler clears and cleans the railroad club parking lot as soon as possible. Tire tracks pack down the snow and make the work more difficult. Please help us keep the club parking lot empty of cars until it is empty of snow.

Carl Butland, standing next to the club's 4-wheel drive tractor.



Tom Coulombe moving snow in the winter of 2011.



# EASTERN MOUNTAIN COASTLINE RAILROAD, Part 4

By James Long

In the June 2020 edition of *The Signal*, Great Falls Model Railroad Club readers were introduced to the Eastern Mountain Coastline Railroad (EMC), the fictitious railroad that my son Darin, my brother Bob and I began in 2001 and work on as time permits. Progress on the EMC was reported in the July and November newsletters.

This fourth article is about work in the New Jersey geographical section of the railroad. Trains come into the Selkirk Yard, owned and operated by EMC, then pass freight to Jersey Central and peddle freight on their way north towards Canada. One of the major industries Jersey Central serves is a lumber mill that receives logs by train.

The first picture shows the cutaway for the river coming into view with five tracks going across three bridges. The front single-track curved bridge is a kit-bashed Atlas \$3.00 bridge that was originally not curved. This track brings the log cars off the main line so they can dump the logs into the water in the retention pond to keep them from cracking while waiting to be sawed. The sawmill and planing mill, adjacent to the pond on the right side, feeds the lumber yard that is on the same piece of land.

The next curved double-track bridge is the north / south main line from CSX Selkirk Yard, to EMC north yard, to Jersey Central, to Linden Yard with DM&I, to Illinois Ford Motor Company yard, served by EMC. This is a scratch-built bridge on a 1/4" plastic sheet with Micro Engineering bridge girders and custom-made bridge track rail guards. As my son Eric pointed out, the tips need to be electrically isolated to prevent shorts if a derailed truck goes over the bridge.

The next single-track curved bridge is a scratch-built bridge using a 1/4" sheet of plastic and Micro Engineering bridge girders with the same custom-made bridge guard rails. This track serves the local town of Hoboken, New Jersey. The area, which is part industry and part residential land, is served by the Jersey Central local job.

The next double-track bridge is a Walther's kit. This is the main line from all of the previously listed railroads, going to the north and the upper level of bench work to get to Canadian National and Canadian Pacific, which is Darin's section of the layout. This is a 2.4% grade double-track main line until the sharp curve at the "TOP OF THE HILL" (as it is referred to). From there it transitions to a single track with pushers until arriving in Hamilton, Ontario.

The riverbed is made from the Woodland Scenics Shaper Sheet with seamed corners rising up the side of the cut stone banks to retain the leakage of the poured water. Behind the bridges is a waterfall for depth effects and scenic interest. The rock castings are homemade and painted by Bob. The tracks are switched with Shinohara curved 30" and 22" radius switches from M. B. Klein mail order. This is a good company to deal with. We've had 20 years of buying from them, including all 450 feet of track, switches, and accessories.





## GRANDKIDS AT LAYOUT

By Jay Wiley

I have been busy building several Laserkit wood buildings and an old plastic station kit over the summer and fall. Most of the wood kits are pretty straight forward and go together quickly, but I did replace the tape strip roofing material with some North-eastern Scale Models roofing material. I'm waiting on roof material from Maine Model Works for the last two buildings. The latest project is an old Campbell wood freight station kit that was more of a challenge. I have several more building kits and car kits to work on over the winter.

During the past few weeks, I've had a couple of visits from my three grandchildren and I've enjoyed sharing my railroad layout with them. I have three separate loops set up and they take turns (sort of) and do a pretty good job. The oldest, who is 8, likes operating the DCC and does well at operations. The 3- and 5-year-olds run the outer DC loops well on their own, but they need help with DCC. They tend to mash a lot of buttons. They also like playing with the figures and animals when they get tired of running trains. Letting them have a variety of activities gives them a good introduction to the hobby of model railroading.





# HIGH-SPEED TRAINS

By Nobuharu (Su-San) Suzuki

On my layout, I have four tracks, with two of them dedicated to high speed trains. Some of the trains came from US shops, but I got most of them either online from Japan or at model train shops in Japan on my 2019 trip.

Japan has been running high-speed trains since 1964, but they have no high speed freight trains. Because of COVID-19, there have been a lot fewer passengers, and now the passenger trains in Japan are also transporting packages and mail. In China, high-speed trains are used for both freight and passengers.

In the picture that show trains more clearly, my rolling stock begins with the white one on the left corner, which is actually the newest German high-speed train ICE-4. This model train was made by Kato. InterCity Express (ICE) runs to many large cities throughout Germany and other European countries.

The one next to ICE-4 is Japan National Railways (JNR) Series 100 Shinkansen which I have had for 4 or 5 years. Shinkansen was the original high-speed "Bullet Train" and Shinkansen trains run on their own high-speed lines throughout Japan. The blue sharp one is Japan Railways (JR) West Series 500 Shinkansen. The final train in that group is JR Central Series N-700. These are all high-speed trains.

The trains on the non-high-speed tracks: from the right, JNR Series 115 commuter, JR Central Series 383 tilting train express Shinano, JNR Series 113 commuter, and JNR Series 115 rural commuter.



This picture was found on the internet.



## COVID-19, “THE NEW NORMAL”

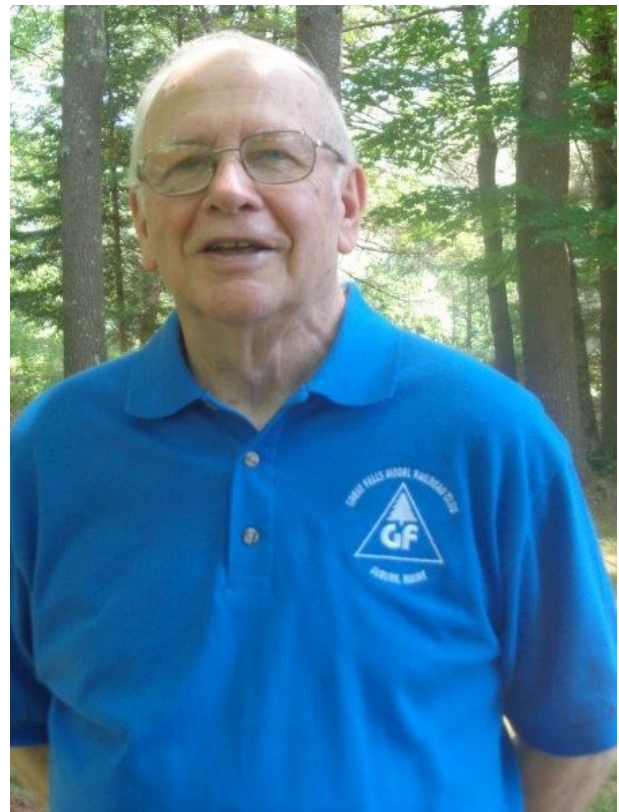
Schuyler Larrabee, who is a member of the North Shore Model Railroad Club in Wakefield, MA, recently sent an email asking about the possibility of visiting the Great Falls Model Railroad Club during one of our HO Saturday Work Sessions.

Eric Long's reply to Schuyler will help explain the GFMRRRC corona virus (COVID-19) restrictions to all our readers: *As much as we appreciate your interest, we are not currently allowing anyone in the building. The potential liability and possible issues with our state government closing us down makes it impossible at this time to allow entry to non-club members. Even club members are allowed to come in very limited numbers, wearing masks and distanced for safety. Hopefully in the near future things will change enough for visitors to come again. At that point we would gladly have you visit and would stick a controller in your hands to run the trains.*

We were all grateful for Schuyler's response which shows how other model railroad clubs are handling the “new normal” of the COVID-19 virus:

*Completely understood. I'm a member of the North Shore Model Railroad Club in Wakefield, and we simply closed the Club to everyone in March. In mid-June we very cautiously went for a limited reopening for members only, with a lot of rules. Sign up online in advance, no more than five at a time, day divided in four-hour slots, sign in and sign out noting time and your temperature, all monitored by a motion-activated recording video camera.*

Thanks to all our members and friends for understanding our present limitations and to Schuyler Larrabee and to Mark Crump, the president of the North Shore Model Railroad Club, for letting us share their COVID-19 rules with our readers.



Club shirts are still available.  
These make great birthday gifts!





## THE GREAT FALLS MODEL RAILROAD CLUB

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### An Educational Foundation

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## THE SIGNAL

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## Upcoming Events



## Recurrent Activities

Please check our web site on Facebook.



### Operating Sessions

*NONE UNTIL FURTHER NOTICE*

### Regular Monthly Meeting

*NONE UNTIL FURTHER NOTICE*

### Spikey's Station

*NONE UNTIL FURTHER NOTICE*

### Work Session

*Every Wed. night—6:00 p.m.—8:00 p.m.*

*Every Sat. 9:00 to Noon*

*Modelers Forum*

*January 28, 7:00 p.m.*