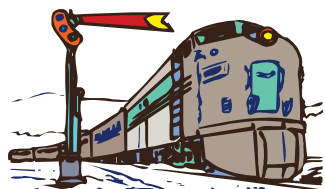


THE SIGNAL



NEXT MEETING

May 20
7:00 p.m.

NEXT MONTH

Deadline for
June
May 28, 2010

MEMBERSHIP

107

ATTENDANCE PRIZE

Dave Gilchrist's name was drawn and he was present to win a prize.

Will your name be drawn on May 20?

You have to be present to win!

BOTTLES FOR BASICS

- ◆ YEAR TO DATE: \$25.15
- ◆ THIS MONTH: \$25.15
- ◆ LAST YEAR: \$487.06

HO LAYOUT REPORT

At the editor's request, I am filling space this month and filling you in on progress and plans. First, take a good look at the layout the next time you're at the club. Despite spring being over a month early this year and two shows in April, the HO crew is still going full blast.

The wiring crew has most of the wiring complete for the helix and its approaches, and one of the three or four control units is nearly ready to test. Get them to show you the wiring in the unit and you will quickly understand the volume of the work they have done this "modeling season".

The roadbed and track crew have been slowed by my departure to the bench work crew after contributing time on the "Maritime" branch or division. Travis, Dan and company could use some help because the wiring crew is hot on their heels. With the main line track and wiring done, the "east end" could be operable this summer or fall.

If all goes as anticipated the west end, the big room and the area where the library was initially planned back in the haze of our remodeling the building, is shaping up as a challenging and entertaining part of the layout. This is center stage and the building crew is pulling out all the stops to have a great show. There is no question the construction could take many years, but trains should be running within two "modeling seasons".



West End

Photo by Terry King

Why so long? There are two major yards (lower and upper) to be built. There will be a passenger terminal on at least one level and either a terminal or a passenger train staging on the other. The major eye catcher will be a multi-level open scenic canyon eight to ten feet long across the peninsula that serves as the western end of the layout.

I need to insert a thank you to a significant donor to this project: Irving Young. Irv has provided the rough sawn white

(Continued on page 4)

GET READY FOR JULY YARD SALE

While we are doing spring cleanup around our houses, this is a good time to put aside articles which the club can use for its July yard sale. We do not have storage space at the club for yard sale items, so please hold onto the items until just before the yard sale in July.

This year we have our building permit, so we can easily have a "rain or shine" yard sale. Our club can greatly benefit financially from a good yard sale, so keep looking for items in good condition which you no longer use.

by Paul Lodge

Spline roadbed being assembled.



Photo by Terry King

MINUTES OF APRIL MEETING

“Tom Coulombe presented the Treasurer’s Report which was approved as given. Tom indicated that he will now have to make out a special IRS form because our non-profit organization received more than \$25,000 in income last year.”

“As Building Manager, Tom Coulombe reported that a Knox Box has been purchased by the club and will be installed outside by the double doors on the lower level. The box will contain a key to the club door. Only the fire department will have a key to the box so they can get into the building without knocking down the door in case of a fire.”

As an introduction to National Train Day on Saturday, May 8, Paul Lodge gave an Operation Lifesaver railroad safety presentation. The club is a 501(c)3 Educational Foundation, and railroad safety programs are an appropriate and integral part of our educational outreach. After the presentation, several club members indicated that they were willing to become Operation Lifesaver presenters. They will need to take the one-day training session to become licensed Operation Lifesaver presenters.

President Stephen Martelli opened the meeting and asked for the Secretary’s Report. Paul Lodge read the March meeting report which was approved as read.

Tom Coulombe presented the Treasurer’s Report which was approved as given. Tom indicated that he will now have to make out a special IRS form because our non-profit organization received more than \$25,000 in income last year.

As Building Manager, Tom Coulombe reported that a Knox Box has been purchased by the club and will be installed outside by the double doors on the lower level. The box will contain a key to the club door. Only the fire department will have a key to the box so they can get into the building without knocking down the door in case of a fire. Tom also reported that the G-Scale Group submitted a plan to the Executive Committee and has received approval to build a layout in the outer room in the upstairs part of the building. The HO layout benchwork is progressing swiftly. The N-scale group has the benchwork up and is looking for funding to continue to make progress. A watch and pocket knife set were donated by Warren Hill to the club so that the N-scale group can raffle it to make money for the N-scale layout. The drawing for the set will be at the May club meeting. The tickets are selling for \$2 each or three for \$5.

Dick Clark reported for the G-scale group and said he had final plans available for club members to look at after the meeting.

President Martelli announced a contest. The club would like to create a mascot called “Spike.” Drawings of a cartoon character of Spike can be used as publicity for the club. Stephen indicated that the contest will last 30 days.

Don Lush has been looking into the cost and quality of security cameras. He said he would talk to a previous boss of his to get additional information and report back to the club at a later date.

Dick Clark reminded club members that modules need to be at our show (or any show) by 8 a.m. so that the layout can be put together before 10 a.m.

For our show at Mt. Ararat, we will need some people to unload the tables from the truck and possibly set up the tables on Friday, April 23 at 4 p.m. On Saturday morning, we will be able to get into the building at 7 a.m. to set up modules and get ready for the day.

The Nominating Committee announced its slate of officers for next year which will be voted upon at the Annual meeting on May 20. The slate of officers is as follows:

President: **Richard James**

Vice President: **Dick Clark**

Secretary: **Paul Lodge**

Treasurer: **Tom Coulombe**

Directors:

Jay Calnan

Howard Palmer

Roger Allen

Terry King made a motion to accept the Nominating Committee’s report which was approved by the members present.

Additional nominations were asked for and Irving Young nominated **Stephen Martelli** for president.

Since there were no additional nominations from the floor, Terry King made a motion that nominations cease. The motion was approved.

Paul Lodge thanked club members for their bottles and cans donations for the Bottles for Basics. He indicated that we should top the \$500 mark this month. Since this program started in June of 2009, we still have one more month to add to the total for a complete year.

The Attendance Prize winner was chosen. Dave Gilchrist was the winner and chose an Operation Lifesaver hat.

A motion to adjourn was made.



New Shelving for Library.

Photo by Terry King

THE PRESIDENT'S CORNER

Election Time!

It has been an honor to be your President and I hope that you will reelect me for another term. There are many more items on my to do list that I would like to see through to the end.

◆ The club has accomplished a lot over the past year, here are a few:

◆ The club has finished about 95% of the renovation of the building.

◆ Because of the renovations being completed, we were able to attain an Occupancy Permit so that our meetings could be held legally.



President, Steve Martelli

◆ The drainage-sewer line project was completed and the area around it was contoured and re-landscaped.

◆ Our membership is up. We have about 18 new members because of what we have to offer our membership and community.

◆ People from the community have used our library for research projects.

◆ Our HO layout construction has been started and the benchwork stage is closer to being completed as we speak.

◆ The Meeting Room has been used for meetings and functions by organizations outside of the club members.

These are just a few of the points that we have completed and there are just as many to go over the next year. My vision for the club in the coming year and years would be:

◆ To be a member of the Chamber of Commerce to increase our networking ability, which would help with public relations in the business community.

◆ Being a member of the Chamber would help us to receive more donations for the financial stability of the club.

◆ Having financial stability would allow us to prepay our mortgage so that our mortgage payment time would be shortened by a considerable amount of time.

◆ To have more people and organizations know about us by having Open Houses and functions where the public

can come in and see what we are about.

◆ To have all three train layouts started and running for the coming Christmas season.

◆ To have the community know where we are located and what we are about. I have met a lot of people that did not know that we even existed.

In closing, I hope that you will reelect me President so that we can continue with the progress that we have completed and what we have to finish in the coming months and years.

Keep your wheels on the tracks,

Stephen



“Our membership is up. We have about 18 new members because of what we have to offer our membership and community.”

“Our HO layout construction has been started and the benchwork stage is closer to being completed as we speak.”

“At approximately mid-level on the climbing track, a logging/quarry branch line is planned that will provide the industries for the peninsula. I have dubbed the peninsula the “John Allen” memorial, and that is not so much a joke because it will require an incredible amount of creativity over a long time to pull it off.”

Photo on the right is our future round house.

LAYOUT FROM PAGE 1

(Continued from page 1)

pine lumber that has enabled us to charge ahead on this project. The materials he provided let us “overbuild” and not have to worry about cost/design issues. Irv is one example; there are others who have also financially sponsored this effort and we thank them all.

The west end peninsula departs from the construction of the rest of the layout because the two levels become one continuous scene. The roadbed becomes spline construction to aid in building the scenery. In addition to the two levels of main line, there is a third line that climbs through the scene to allow transition between the levels on this end of the layout.

At approximately mid-level on the climbing track, a logging/quarry branch line is planned that will provide the industries for the peninsula. I have dubbed the peninsula the “John Allen” memorial, and that is not so much a joke because it will require an incredible amount of creativity over a long time to pull it off. Besides, who really wants to belong to a model railroad club where everything is done? You too can get involved. Just show up on Wednesday night or Saturday morning, say you’re a volunteer, and soon you’ll be in the thick of it.

by Larry Cannon



West End

Photos by Terry King



HO ROLLING STOCK & LOCOMOTIVES

As most of you know, the HO rolling stock and locomotives have hardly been touched since we left Canal Street Alley. A number of them were in “bad order” boxes and still are in those boxes.

Additionally, there have been a number of donations that included cars and locomotives that I set aside pending a determination if any would be used on the club layout rather than being sold.

Because of the size of the new layout and the effort it will take to keep the track clean, one of the standards for the layout is that we use metal wheel sets, which keep the track much cleaner and roll more freely. The best source I have found is Intermountain wheel sets that are about \$0.45 an axle (\$1.80 per car for most of our fleet).

Nearly 100% of the club’s cars do not have metal wheel sets. Also, most of the donated locomotives do not have decoders. A number are undecorated and require paint and decals. We need to select keepers we can afford to fix.

I propose paying for this project by culling our cars and locomotives and selling those that require more effort than is justified. This will provide the money to fix and outfit those we plan to keep. Obviously, this project needs more than one or two people involved and opens an opportunity for more club members to participate.

I suggest we set aside a Saturday afternoon, fire up the grill, and cook some burgers and hotdogs after the morning work session. Then a group will go through the inventory and decide what we want to fix and keep and what we want to sell to pay for the project. If a Saturday afternoon does not work, we could pick a week night or Sunday afternoon. Please talk with me or Tom Jones to see if we can set up a workable schedule.

by Larry Cannon



RAILROAD NEWS

Pan Am Railways has purchased ten locomotives from Kansas City Southern and will be purchasing ten more units from Helm Leasing.

The following units were purchased from KCS.

ROAD #	MODEL
MEC 600	SD40
MEC 601	SD45
MEC 602	SD40
MEC 603	SD45
MEC 604	SD40-2
MEC 605	SD40-2
MEC 606	SD-40-2
MEC 607	SD40-2
MEC 608	SD40-2
MEC 609	SD40-2

Units 607, 08 and 09 are former Milwaukee locomotives.

Although this may seem like modern power, these units are between thirty-six and forty years old. Both the KCS and the Helm units are grey with red lettering.

A far cry from the proud Maine Central, who bought several locomotives new from GE, EMD and Alco.

PAR is also rebuilding its GP40 fleet, with rebuilt blocks, turbochargers and new alternators.

This was reported by *RAIL-PAVE NEWSMAGAZINE*.

The 470 Club reports that The Conway Scenic Railroad has purchased two locomotives from Pam Am Railroad.

The first is GP38 #252. This was among the last units that MEC bought new in November 1966. It has been on the dead line in Waterville with

main generator issues. Pam Am is repairing it and will repaint it in MEC's harvest gold with green stripes and numbers. Instead of saying "MAINE CENTRAL", it will be lettered "CONWAY SCENIC". This will be the regular power on the Crawford Notch trains.

The second unit is GP35, built as Norfolk Western #1328, which then became Norfolk Southern #216 and then Guilford #216. This also will be painted in Harvest Gold and be lettered for "CONWAY SCENIC". The MEC green shield will be modified to read Conway Scenic. They expect to take delivery this month, so with a little luck, you may see it on route to Conway Scenic.

By Terry King

"Pan Am Railways has purchased ten locomotives from Kansas City Southern and will be purchasing ten more units from Helm Leasing."

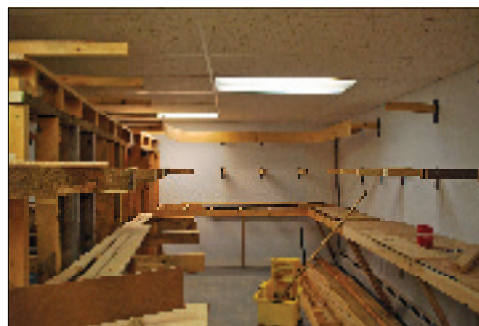


Pan Am EMD's doing their ALCO imitation in Leeds in April. All photos by Terry King.



Jerry Johnston talking to Dan Collins.

More layout.



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An educational foundation



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THE SIGNAL

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IMAGES FROM OUR SLIDE COLLECTION



CALENDAR OF EVENTS

Every Saturday, Work Session 9:00 a.m.
Every Wednesday Work Session 6:00 p.m.

May

12 Executive Committee 7:00 p.m.
20 Meeting 7:00 p.m. Elections - Refreshments

June

9 Executive Committee 7:00 p.m.
17 Meeting 7:00 p.m.

July

7 Executive Committee 7:00
15 Meeting 7:00 p.m.
? Yard Sale TBA
31 Seacoast Division Meeting 10:00 a.m.



3811 Exhibition Train at Royal Set, Maine, June 8, 1947