

# The Switch Tower

Seacoast Division, Northeastern Region,

National Model Railroad Association

Richard Breton, *President* -- Bill Gaver, *Vice President*  
Terrence P. King, *Secretary* -- Tom Coulombe, *Treasurer*



Volume Ten

Third Quarter, 2003

Number Three

*President's Message*

## Our Hobby Shops Need Help

by Rich Breton, *President, Seacoast Division, Northeastern Region, NMRA*

After our last Seacoast Division meeting held at the Hartmanns Model Railroad Museum and Hobby Shop, I had a good discussion with Roger Hartmann about our hobby and the situation with the local hobby shops. Several factors are compounding the situation; Internet proliferation, the age and experience level of model railroaders and the weak economy with risk of unemployment.

### E-Advice

The Internet may appear to be convenient; shop at home, prices look good, but watch the real cost! Add on the shipping charges, partial shipments, delays and damaged product with no one to talk to. My last Internet purchase yielded a B&O 2-8-0 consolidation that would not run, with tender wheels popped out of the truck frame and pick-up wipers stuck between the driver spokes. After trying to contact the supplier without success, I worked at correcting the damage, eventually buying a used WM 2-8-0 at a local train show to fix the new locomotive. This experience is frequent with online purchases, instead of the hassle you eventually live with the problem.

A second problem is the current industry trend towards "pre-orders." Basically manufacturers offer a new product before it is available. If and when they get enough pre-orders they will manufacture the product. This practice is harmful to hobby shops. People generally do not pre-order through hobby shops if they must wait for six to twelve months for delivery. This is not the

hobby shops' fault.

We all have different shops we frequent; they have different practices, product availability, discounts, etc. But we can be sure their margins are low; maintaining inventory is expensive, and rents continue to increase. Many purchasers use credit cards resulting in per purchase fees and 3% or more charges to the shops.

What can we do? Make a special effort to support your local hobby shop. Buy your next purchase locally and pay cash if you can, especially your larger purchases. This will help somewhat, but we also need to encourage new modelers. Anyone in the hobby for a long time accumulates an extensive collection of supplies and kits with less need for new purchases.

### Seashore Outreach

This leads to our Wolfeboro Library project with several presentations in November geared to new modelers. Bill Gaver our vice-president has developed a good program to introduce the hobby to beginners; such as ABC's of Model Railroading and Setting Up and Maintaining Your First Train Set. Let's support this project and similar ideas to generate interest in our hobby.

Our local hobby shops are having a very difficult time and need our help, so we can ensure their survival. Next time you need a new kit, motive power, rolling stock, or track visit your local shop. I put this into practice this past weekend and was very satisfied with an offer to test my new locomotive, a smile and a big thank you for my purchase.

*Share the fun of model railroading!*

## The Tradition of Model Railroading

*A Creative Hobby for Learning, Family Fun and Railroad Action*

The Seacoast Division/NMRA and the Wolfeboro, N.H., Public Library are co-sponsoring a series of clinics during the month of November, National Model Railroad Month. Bill Gaver, Seacoast Division vice president, has made the arrangements for this interesting outreach program. Mark your calendars and tell your friends!

November 1 (Saturday), 2-4 p.m. *The ABC's of Model Railroading: Model Railroading as a Hobby.*

November 6 (Thursday), 7-9 p.m. *Ride the Rails from Boston to North Conway, Local Railroading, Past and Present.* Presenter: Dwight Smith.

November 15, Saturday, 2-4 p.m. *Quick and Easy Scenery Tips.* Presenter: Art Fahie

November 15, Saturday, 2-4 p.m. *Special Features for Little Engineers, ages 5-8.*

November 22, Saturday, 2-4 p.m. *Selecting, Setting Up and Maintaining a New Train Set.* PLUS - an extra attraction, *The Engine Doctor: Bring Your Malfunctioning Locomotive.*

The traveling HO modular layout of the Great Falls Model Railroad Club of Lewiston, Maine, will be operating at the library during the month of November as well as an operating O-gauge exhibit prepared by Seacoast Division Board member Sandy Roberts. The Wolfeboro Public Library is located at 259 South Main St., in Wolfeboro, N.H. For more information, contact the library at 603-569-2428 or Bill Gaver at 603-522-9007.

### Millinocket Sleepers

When Millinocket, Maine, was served by passenger trains, it was possible to take an overnight sleeper to Boston. The sleeping cars were switched in Bangor from the Bangor & Aroostook Railroad to the Maine Central/Boston & Maine. Because of this transfer, a passenger would go to sleep north of Bangor traveling feet-first and awaken in Massachusetts traveling head-first. - from *Millinocket: Magic City of Maine Wilderness*, by Dorothy Bowler Laverty. Freeport: The Bond Wheelwright Company, 1973.

## Thank You!

... to those who contributed to this issue of *The Switch Tower*: Rich Breton, Robbie Breton, Bill Gaver, Terry King, Dwight Smith, Stan Jordan, Tom Jones, Paul Lessard, Joe Popecki, Roger Robar.

## The Switch Tower

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Bill Gaver, *Vice President*

Terrence P. King, *Secretary*

Tom Coulombe, *Treasurer*

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*Model Contests - Dwight Smith*

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From the Editor's Desk

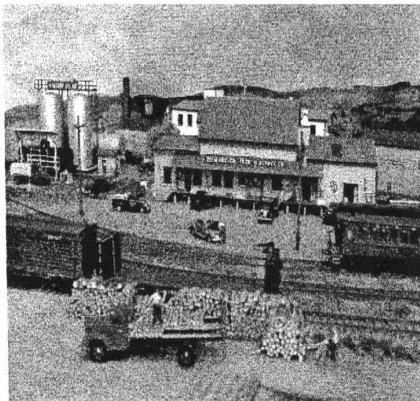
## Along the R-O-W

### They Can't Corner You There

Better get your photos of the brick roundhouse at Rigby railroad yard in South Portland. According to a photo cutline in the June 2003 issue of *RAILPACE* magazine, the City of South Portland has condemned the aging structure and ordered that it be demolished. This all happened last fall. No reason given for Guilford Rail System's delay in obeying the order. Just remember, today's Rigby roundhouse can easily be tomorrow's GRS open-air locomotive storage facility.

### Mystery Photo

Speaking of photos: Here is a model railroad photo that was in *The Switch Tower* file, and did not have any identification with it. Any idea whose layout it is, and who shot the photograph?



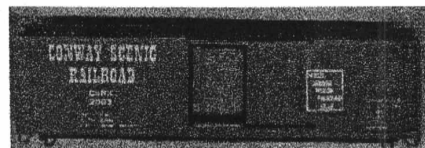
### Summer in New Hampshire

On May 4, following the Seacoast Division meeting at Hartmann's in Intervale, we stopped at Ben & Jerry's in North Conway for ice cream. It's the best ice cream shop overlooking a railroad in the NER. Across the parking lot, we could see the 2 p.m. Conway Scenic Railroad Valley Train arrive at the ornate depot. The crew dropped off passengers, moved power to the other end of the train and carefully switched the entire train onto a yard track to clear the station leads for track tie replacement work. The train's power, former Maine Central GP7 573, was purring like an EMD kitten. It was interesting to watch how the engineer, in the cab of the 573, and the brakeman, who was standing out of sight at the end of the train on the turntable, carefully inched the last car, the CSR open platform observation *Emma*

*Gertrude*, onto the table in order to clear the switch on the mainline. With a yard chock-full of engines and passenger cars, CSR appears all ready for the busy summer season.

### CSRR Box Car

The Brass Whistle Gift Shop at Conway Scenic Railroad has received this year's box



car. It is an Athearn 50-footer with CSRX reporting marks and the North Conway Model Railroad Club logo.

### Cruising the Net

You probably are familiar with the name Bob Boudreau. He's a professional photographer in Canada and a skilled model railroader who has been a frequent contest prize winner at Northeastern Region/NMRA conventions. He's also the former Achievement Program chairman for NER. Well, Bob's website is worth taking a look at. It's <http://www.geocities.com/fundynorthern/>

Another rail site worth mentioning:

Railserv, at <http://www.railserv.com/>, is a wide-ranging web site that you might find of interest. It's an index of over 82-hundred sites in 33 categories, that include prototype and model railroading, tourist railroads around the world, rail travel, model railroad manufacturers and retailers, and a few non-rail subjects. Thanks to Bill Gaver for his input.

### Going Somewhere?

Many consider Portland to be Maine's modern day transportation hub. The city has Amtrak service to Boston four times a day, and Boston to Portland four times a day, too. Two bus lines travel between northern Maine and Portland to Boston and other points across the country. Cruise ships stop here summer and fall, and the Scotia Prince sails across the Gulf of Maine to Yarmouth, Nova Scotia and return daily from May to October. Portland harbor is one of the busiest cargo ports on the East Coast. Well, let's check Maine's largest city 130 years ago. In the 1870s, just after the Civil War, 65 trains served the city daily, along with passenger steamers running north and south and a weekly transatlantic ship that linked Portland and Maine with Liverpool, England. (From: *Portland*, Martin Dibner, ed. Portland: Greater Portland Landmarks, 1986)

Ron Palmquist

### The Eastern Maine Model Railroad Club

is a Non-Profit 501-C-3 organization with 30+ members. We are located in East Orland, Maine in a building which we own, and we meet Monday evenings. Visitors and new members are always welcome. Our layout is in the late trackwork stages, and we have elected to use DCC as our operating system. The KATAHDIN VALLEY RAILROAD Co., the club's freelance railroad, is based upon the prototype practices of the MEC, BAR, CP and other Maine railroads.

Eastern Maine Model Railroad Club, Inc. has been producing custom decorated freight cars and other special projects for over 15 years. Our new clubhouse is over 90 percent funded by these projects. For information on membership and on the limited edition HO cars, contact the EMMRC, P.O. Box 745, Blue Hill, ME 04614, or visit the club's Website: <http://emmr.freeyellow.com>

### Old freight cars never die . . .

(From previous page)

The Trailer Train Co. had an abundance of older 85-foot TOFC flatcars. These cars are now obsolete because of the 45-foot and longer trailers now in use. As a good example of innovation, these cars were converted to other uses. The trailer hitches were removed and side stakes were added allowing these cars to be used for extra-long power pole loading. Some were even utilized for baled hay loading.

The Missouri Pacific railroad found itself with a surplus of ice-cooler reefers in the late 1960s. These cars would have found themselves without a job were it not for a clever idea from railroad management. Since the railroad needed more boxcars, the reefers were converted to this new mission. Ice bunkers and insulation were removed. New floors and interiors were installed. The hinged doors were replaced by 8-foot sliding doors. Finally, the rooftop ice bunker hatches were welded shut to complete the transformation. This can be replicated by modelers since cast plastic reefers are available in nearly all the scales. One simply has to remove the cast-on door hardware on each side; add new sliding doors in their place, along with appropriate latches and door guides. Don't forget to glue the ice hatches shut and omit the associated hardware. As in the prototype example, you will have a model car with an extended life.

### York County Model RR Club

Good news for model railroaders in York County, Maine. Displaced by the closing of their Biddeford Station home, the club has found rented attic space in Saco. The address is 32 Cutts St., Saco, Maine, behind Estys Audio on U.S. Rte 1. "We have the entire third floor, four finished rooms and one unfinished," according to an e-mail from Mike Stacewicz, club president, 9 Carolyn Dr., Berwick, ME 03901. The club's mailing address is **York County Model Railroad Club, c/o Dave Kimball, 32 Cutts St, Saco ME 04072.**

"We still meet on Tuesday nights at 6:30, Mike says. "We are starting planning a new layout. We will start collecting dues again as of May 1 2003, and they will be \$20.00 to start" to cover rent and other expenses. "Drop by if you get a chance."

A more recent example I have seen is high-sided gondolas in scrap metal or in other recyclable service. These cars, with solid bottoms, were originally built for unit coal trains. As bathtub type and other higher capacity cars take their place, these earlier cars are downgraded to other uses. The only changes made to these old cars are new markings before they begin new lives in scrap service. In HO-scale, the Roundhouse Thrall high-side gon is a good candidate for hauling scrap metal. Of course, if you are including a load in the car, do not fill it to the top with compact steel or iron scrap. Use common sense and build a load that will not exceed the car's weight capacity.

The evolution continues, and today's state-of-the-art freight cars will be tomorrow's candidates for less glamorous service. Perhaps there are other examples that you have seen on the rails.

### Unit Coal Train, Anyone?

Reading & Northern HO scale three-bay hopper cars are available from the railroad's Black Diamond Company Store. A Con-Cor prototypically correct model, the cars are available in sets of four at \$40 per set. The set includes two "blue panel" cars and two "orange panel" cars. Car numbers will be RBMN 7299, 7365, 7403 and 7410. The railroad explains, "The cars are painted using the same specifications that were used to paint the actual prototype cars," and feature the Reading & Northern "speed lettering." For more information, contact the merchandise section of the railroad's website at [www.RBMNRR.com](http://www.RBMNRR.com).

### Sustaining Members, NMRA

According to Dwight Smith, editor of *Notch 8*, the **The North Conway Model Railroad Club** newsletter, the club is now an official Sustaining Member of the National Model Railroad Association. Says Dwight: "The NMRA is the organization that for years has fostered standards that permit model railroading to develop and grow. Without NMRA's past leadership it may have been impossible for manufacturer "A's" rolling stock or trackage to be compatible and interchangeable with the products of manufacturer "B".

**Public Open House Days** at the The North Conway Model Railroad Club are every Tuesday-Thursday-Saturday during July, August, September and October at their layout room in the Freight House at Conway Scenic Railroad in the center of North Conway village on Routes 16 and 302. Hours are 10:00 a.m. to 4:00 p.m. - Club news release

### Division Business

(From page 3)

for the two vacant positions available. The election takes place at the annual meeting on October 11, 2003 in Rochester NH.

The next meeting will be at the Great Falls Model Railroad Club in Lewiston Me., on Sept. 13 at 2:00 p.m.

The meeting adjourned at 2:00 p.m.

After the meeting, which was held on Ron's porch with a view of the ocean, we went to the upstairs apartment in Ron's home to view multimedia presentations.

The first subject was a video show with a video projector on a movie screen of Tom Coulombe's visit to the Chicago Museum of Science and Industry. Tom took the video and Paul Lodge, a member of the Great Falls Model railroad Club and a volunteer with the Great Falls TV station (local cable access), did the editing. Tom recorded voice-over narration and added sound.

The second subject was Rich Breton's trip to the Railroad Museum of Pennsylvania at Strasburg. Rich selected a few of the more than 200 digital photos he shot, fed them into his laptop computer which were then shown through the video projector.

The third show was from Ron Palmquist's collection of slides of the Chicago & North Western railroad. Ron had quite a few slides of their trains, and wound up showing their locomotives in ascending numerical order. This made for a very enjoyable afternoon and we want to thank Ron for hosting this event.

Respectfully submitted, Terrence King, Secretary

*Have a new e-mail address?  
Please contact the secretary with  
correct information. Thanks.*

*- Terry King.*

# The Switch Tower Calendar

If you have a model railroad or railfan event you believe would interest Seacoast Division members and friends, contact the editor at [Musiccnw@maine.rr.com](mailto:Musiccnw@maine.rr.com)

**August 2, 2003 (Saturday), Plymouth, N.H.** Pemi Valley Model Railroad Show, Plymouth Senior Center (former Boston & Maine Railroad station).

**September 13 (Saturday), Lewiston, Maine.** Seacoast Division Meeting, 1:00 - 4:00 p.m. **All members invited to attend.** Location: Great Falls Model Railroad Club, Lewiston. Club operating session in the morning from 9:00 a.m. to 12-noon. FMI: Terrence P. King, Secretary, Seacoast Division, NMRA, P.O. Box 188, E. Livermore, ME 04228-0188. Phone/Fax: 207/933-2477 E-mail: [tking@megalink.net](mailto:tking@megalink.net)

**October 11, 2003 (Saturday), Rochester, N.H.** Seacoast Division Annual Meeting, 1:00 - 4:00 p.m. Location: Rochester Community Center. FMI: Terrence P. King, Secretary, Seacoast Division, NMRA, P.O. Box 188, E. Livermore, ME 04228-0188. Phone/Fax: 207/933-2477 E-mail: [tking@megalink.net](mailto:tking@megalink.net)

**October 11-12, 2003 (Saturday-Sunday), West Springfield, Mass.** GATS Show, Eastern States Exposition, 1305 Memorial Ave. Show Hours; 11:00 AM - 5:00 PM daily: Admission; Adults: \$7.00, Kids 12 and under free.

**October 18-19, 2003 (Saturday-Sunday), North Conway, N.H.**

29th Annual Railfan's Weekend at Conway Scenic Railroad. FMI: 603/356-3416.

**October 24-26, 2003 (Friday-Sunday), Islandia, N.Y.** Fall NER Convention. FMI: Glenn Glastetter, permanent convention chairman, 802/434-3316. [glenn@together.net](mailto:glenn@together.net)

**October 25, 2003 (Saturday), Littleton, N.H.** 26th Annual Ammonoosuc Valley Association Model Railroad Show.

**November - National Model Railroad Month (see schedule of events at the Wolfeboro, N.H., Public Library on Page 1.)**

**November 1, 2003 (Saturday), Auburn, Maine.** 30th Annual Model Railroad Show, sponsored by the Great Falls Model Railroad Club of Lewiston, Maine. Auburn Middle School, 610 Court St., Auburn. 10 a.m. to 3 p.m., Adults \$4, under 15 \$2. FMI: call 207/933-2477.

**November 9, 2003 (Sunday), Bedford, N.H.** Bedford Boomers 21st Annual Show from 10:00 a.m. - 4:00 p.m., McKelvey Middle School, Bedford. **November 22, 2003 (Saturday).** Annual Show, Eastern Maine Model Railroad club. FMI: <http://emmrcc.freeyellow.com>

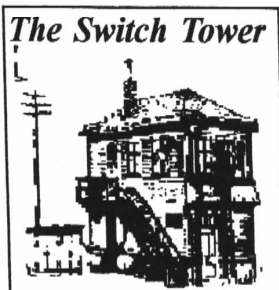
**February 7 - 8, 2004.** Amherst Railway Society's Annual "Big Railroad Hobby Show" in the Better Living Center, Young Building and Stroh Building, Eastern States Exposition, West Springfield, Mass. 9AM to 5PM both days. FMI: [ars@samnet.net](mailto:ars@samnet.net) or at the Society's website <http://www.amherstrail.org/calendar.html>

*Deadline for articles and other submissions for the next issue of The Switch Tower is September 1, 2003.*



Seacoast Division, NER/NMRA

c/o Ron Palmquist  
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Cape Elizabeth, ME 04107-1022



Address Service Requested

## Building Flat Car Loads: As easy as sipping a soda

by Tom Jones

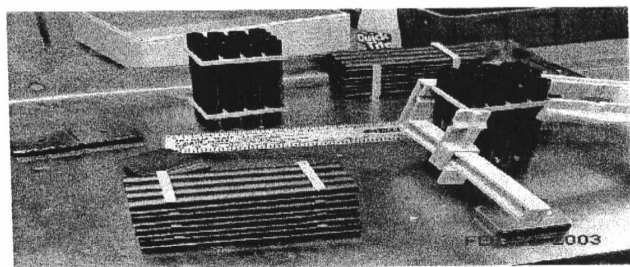
At the West Springfield show, I checked out a favorite vendor who had lots of small parts and loads for flat cars. I was interested in pipe loads the vendor had, thinking they would look good on a couple of flat cars I had whose current loads were bottles of model paint. I especially liked the display model that had two separate banded stacks of black pipes.

Looking through the loads available for sale, I soon realized the model I wanted was not among the many loads in the bin. Having almost settled on one of the other loads, a friend commented that it shouldn't be too difficult to build what I wanted (where have I heard that before). I paused and after further contemplation, reluctantly decided to forgo the rather pricey purchase, instead putting the new building project on my mental shelf next to the other half dozen projects I had created that morning.

The train show was great as usual, and I didn't think anything more about the pipe loads until a few days later when I was sitting in a Subway sandwich shop having lunch. I noticed the straw I was using was made out of a particularly strong plastic and was a good size for making pipes similar to the ones I had seen at Springfield. After procuring several more straws, I went home to see what I could do with my latest brainstorm.

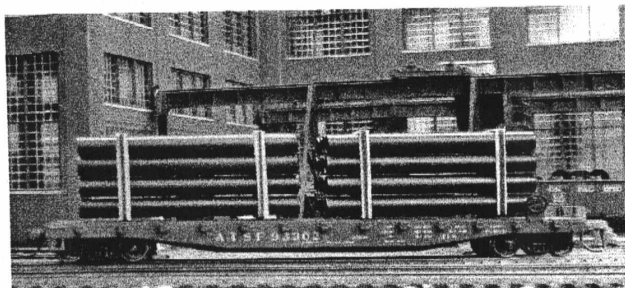
My NWSL chopper did a slick job cutting the straws into scale 20-foot sections, and I soon had a small box full of them. I thought the next step should be to paint them. I hammered some finish nails into a scrap 2x4, placed the straws on the nails and sprayed them with flat black paint.

Next I tried gluing four of them together (my load was to be four layers of four pipes, each sandwiched between layers of wood and the entire set banded together.) I soon found out that nothing in my arsenal of plastic glues worked, and the shiny plastic



straws did not want to stick together. I tried CA and it didn't work well either. I may have been getting a little frustrated at this point and not giving the CA enough time as my senses told me it should have worked. So what do you turn to as a last resort? Walther's "Goo" of course! Everyone knows that Goo will stick anything to anything. Even being careful I had it everywhere. I realized I should have glued each four-pipe layer before spray-painting them, as the paint would help hide any Goo that found its way to a visible surface.

With some practice I eventually had several acceptable pipe layers and moved on to the wood planking. I sliced up some



scribed siding I had on hand, but scale lumber would be easier. My preference was to slightly weather the wood to suggest the pipes had been palletized for some time, so I washed it with some mortar wash that I had handy. I used Goo to attach the planks to the pipe layers and then used wood glue to attach the side bracing.

My next step was to band the pallets. I could only find one-eighth-inch black chart tape at my local office products store, so I attempted to slice it into thinner widths with an Exacto knife. I am not completely satisfied with the uniformity of my surgery and am continuing to look for a thinner banding material. In the mean time, I attached the tape to the bottom of the pallets with a small drop of CA that can easily be removed.

My final step was to add a little weight to the loads. They are very light and since I wanted to add about one ounce of weight to my flat cars I brought each pallet up to one-half ounce. The handiest weights I had were the nails I had used to hold the pipes while I painted them. They were already black so I cut them up and attached them with Goo to the insides of the lower layer of pipes.

I am pleased with the overall results of this project; it is fairly easy and the minimal cost is a big plus. The only problem is my list of projects didn't get any shorter. I now have two flat cars to weather.

*Tom who lives in Brunswick, is a member of the Great Falls Model Railroad Club in Lewiston, Maine. I saw Tom at the Augusta show inside the Great Falls modular setup working at his bench completing loads for a flat car and asked him for the article and photos, for which we thank him much. - Editor*

## Old freight cars never die . . . .

by Paul Lessard

There comes a time in the life of a freight car when it has outlived its intended use, and the owner has to decide on its disposition. For a lot of cars, it means consignment to a junk yard... For others, however, it means modification for a new commodity.

The railroads and lessors have a considerable investment in their freight car fleet and it only makes sense to get as much life as possible out of their rolling stock. For railroad modelers, this presents us with new opportunities for utilizing our own freight car fleets. Let me cite three prototypical examples for your consideration.

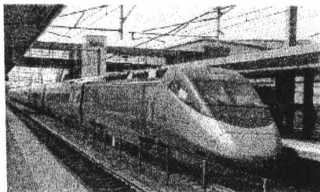
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# Model Railroading: Share the Fun!

## NER Spring Convention

The Spring 2003 NER convention was billed by Hub Division planners as Acela-Bration T-Party. It was a not-so-subtle, but very clever way of attracting members and guests to the convention in Mansfield, Mass., and the star attraction of the meeting - a ride on Amtrak's premier high-speed Northeast Corridor train, the Acela, from Boston to Providence. (Riders were returned to Mansfield aboard a non-schedule MBTA commuter train.)

Reports from attendees indicated that the train ride was all it was expected to be - comfortable and fast - as fast as 150 mph, one attendee told me. Joe Popecki, who edits the *NER Coupler* newsletter, begins: *We commuter-trained to South Station, got a tour of one of the Acelas (the newer smooth side version), then made the trip to Providence in 37 minutes, including stops. Terry King shares his experience with a different twist. Tom Coulombe, Charles Blanchard and myself took the train. It was nice but I can say that*



*Amtrak's Acela Express at Route 128 Station, Boston, on Sunday, May 11, 2003  
- Ron Palmquist photo*

*at 150 MPH all you see out the window is a blur.*

Conventioners were bused to Peabody, Mass., for a close-up look at the Franklin and South Manchester layout of George Selios. Joe Popecki: *I took the bus trip to the layouts of George Selios and the North Shore Club. The Selios layout is a fantastic display of scenery and structures. I could have studied and photographed it for a week. It has very little action (i.e. switching, car sorting, etc.), concentrating on long haul trackage in a room about 50 x 32 ft. The Club layout pales by comparison, but will be a wonderful action setup when finished. I'd say it's about 35 percent complete. It's simply a different kind of layout than Selios'. Robbie Breton, who hadn't seen the display, reacted: I have seen very good layouts in my time, but nothing like George Sellios' layout. It was so crafty and so life-like. He covered every single corner of his layout with full detail. I liked how he littered city streets with newspapers and tin cans, and had the miniature people doing all sorts of things. When I walked in there was too much to see in too little time. I loved his layout; it was filled with so much activity. It was so impressive that the convention attendees told the bus driver to come in and see it. When we were coming back to the hotel, the driver told us he was going to be a model railroader. He must have been impressed!*

A wide variety of clinics was enjoyed by all. But, the one presented by Tony Koester, *Multi-level Layout Design Challenges*, was of particular interest to Roger Robar, who is president of the North Conway Model Railroad Club: *Tony Koester, author of Model Railroad's Trains of Thought column, gave a standing room-only clinic on challenges he has encountered building his new Nickel Plate Road layout. Tony is a superb speaker, backed up by a well-prepared presentation supported by a slide show. A clinic doesn't get any better than this.*

Other convention features included a train show, a non-rail program and a traditional Saturday Evening Banquet at the convention hotel, the Holiday Inn of Mansfield. Joe Popecki: *The food was not gourmet, but "good." Hotel service was very good.*

### Division Business

## May 4, 2003 Meeting Minutes

The May 4, 2003 meeting was held at the Hartmann Museum in Intervale NH.

The meeting opened at 10:00 a.m., and was dedicated to the memory of former Seacoast Director Walter Ronfeldt who passed away a few months ago.

The minutes of the previous meeting were accepted without change.

Treasurer Tom Coulombe's report was accepted as read.

Larry Cannon MMR, the Seacoast Division's Achievement Program director, reported that Tom Coulombe has qualified for his volunteer certificate.

Bill Gaver reported that we will have a library display in the Wolfeboro, N.H. public library for six weeks this fall. There will also be a series of five programs in the Wolfeboro, N.H. public library on each week in November. The programs are:

Saturday, November 1, 2003 - The ABC's of Model Railroading: Model Railroading as a Hobby presented by Rich Breton from 2:00 to 4:00 p.m.

Thursday, November 6 - Ride the Rails from Boston to North Conway: Local Railroading Past and Present by Dwight Smith from 7:00 to 9:00 p.m.

Saturday, November 15 - Model Railroad Construction: Quick and Easy Scenery Tips from 2:00 to 4:00 p.m. by Art Fahie. A second program on November 15 is a Special Feature for Little Engineers (Ages 5 - 8): Learning About Real Trains, Rail Safety, plus a Craft Project by Nancy Gaver. This also runs from 2:00 to 4:00 p.m.

Saturday, November 22 - Selecting, Setting Up and Maintaining a New Train from two to four. The presenter is to be announced later. Larry Cannon and Sandy Roberts will act as "Train Doctors" for the last session on November 22.

Art Fahie announced that he would donate \$100. towards the cost of materials for this along with photo copying services. We voted to spend up to \$250. for this project. The Great Falls Model Railroad Club also offered to bring a 4-foot by 6-foot layout to the November 22nd session.

Tom Coulombe reported that he has made contact with the teacher at Old Orchard Beach School, and Tom will supply him with names and E-mail addresses of some possible help.

It was voted to hold Rail Clinic 2004 in Rochester, N.H.

The nominating committee will have a report on nominations for the two directors seats that will be elected in November. Larry Cannon and Dwight Smith terms are ending.

The next meetings will be on June 21 at Ron Palmquist's home in Cape Elizabeth, Maine. and on September 13 at The Great Falls Model Railroad Club in Lewiston, Maine. The meeting closed at 10:55 a.m.

Larry Cannon MMR discussed how judging is done for the N.M.R.A. contests and Rich Breton gave a clinic on Control Panel Construction. There was a silent auction with quite a few items available.

Respectfully submitted, Terrence King, Secretary

## June 21, Meeting Minutes

This meeting was held at Ron Palmquist's home in Cape Elizabeth, Maine.

After a lunch provided by Ron, the meeting started at 1:20 p.m. Those present were Ron Palmquist, Paul Lessard, Rich and Rob Breton, Stan Jordon, Bill Gaver, Tom Coulombe, Tom Jones, Dwight Smith and Terry King.

The minutes of the previous meeting were accepted.

The treasurer's report was read and accepted.

Ron reported that the *Switch Tower* newsletter was almost ready to be printed.

Members complimented Bill Gaver on the outstanding work that he has done on the Wolfeboro Library project. This started as an idea for a static display and evolved into a series of lectures. There will be a full page devoted to this in October in the local weekly newspaper and a quarter-page on each lecture just before they happen. The Great Falls Model Railroad Club will provide a small layout for one of these. Larry Cannon and Sandy Roberts will act as "Train Doctors" for the last session on November 22.

The Great Falls Model Railroad Club will have a static display in the Lewiston Me. Library in November.

Rail Clinic 2004 was discussed and this will be held at the Community Center in Rochester NH

The nominating committee nominated Larry Cannon and Tom Coulombe

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