



The Switch Tower

Vol. 30 No. 3

July 2013



Inside

- NE Free-mo Ops, 2
- Ops On ABEL, 2
- Officer & Director Reports, 3-4
- North Conway Open House, 6
- NMRA InfoNews- News from Chattanooga, 7
- New Members, 10
- Timetable, 10
- Seacoast Announcements, 11
- Finance Report, 12



Convention Ops

Tracks To Lakeport will have a focus on operations. A key motivator for this was a survey of the Seacoast Division's members done last year. In that survey over 60 percent of respondents indicated a “mostly interested” ranking to learn about, or participate in, operations. Tracks to Lakeport will feature two modular and two portable layouts on-site. Additionally there will be 167 operator slots at the seven private layouts (when this article was written) that will be open before, during and after the convention. This diversity will allow attendees to use and experience a variety of operating systems.

What could be a first at a regional convention is the number of on-site modular and sectional layouts available for operation. New England Free-mo and Amherst Belt Lines will have large, by regional convention history, operating HO layouts while the Green Mountain Division will bring its detailed portable switching layout of Bellows Falls, Vermont. All will have



The Green Mountain Division's Bellows Falls Layout

slots for operators during sessions over Friday and Saturday morning. The three layouts will use different operating methods from simple switch lists to the more advanced car card system. Bellows Falls offers intensive yard and industrial switching as would be done in New England. NE Free-mo is intermediate where operation will be switch lists while Amherst Belt Lines will be the most involved using car cards and schedules. The NE Free-mo and Amherst operating systems are described in articles in this issue of the *Switch Tower*.

NE Free-mo Ops by Fred Hessler

Free-mo, because of its somewhat “unorganized organization”, presents challenges for operations. The number of modules and the number of yards and industries on them can vary greatly from setup to setup. Combine those variables with how they are physically arranged into a “railroad” and the need for a flexible operating scheme becomes high. Also, the rolling stock and motive power available are often not known until the event. While as much advance planning is used as possible, on-site flexibility is often demanded.

The New England Free-mo group has been successfully using a computer-generated switch list

order of the modules for a given road freight job.

When run, the program generates a switch list which is used by the yard crew to assemble the road freight. Since car cards are not used, the switch list calls for a certain type car to be delivered to a customer (for example: insulated boxcar) but not the specific car. The yard crew finds the required car, adds it to the train and notes the car reporting marks (owner designation and car number) on the switch list. The road crew delivers the cars to the customer as specified on the switch list. When delivering a car or cars to the customer location, the road crew also picks up any cars at the same location. The road crew only



One side of NE Free-mo setup at Amherst, January 2013

program (Mad River and Big Timber Waybill Program) during the past three years for operations at their setups. This program was specifically developed for modular setups to allow for flexibility in setting up operations based on the modules actually at a setup, the module placement within the setup and the industries/customers on each module. A laptop and portable printer are used with the software at an event to produce switch lists for the crews.

Basic information about each module is added to the program's database along with some other operating parameters for each "run" of the program such as number of customers to be serviced on each module, the maximum number of cars to be delivered to any customer and the

switches those customer tracks where a delivery is to be made. All cars picked up are returned to the yard.

The program provides a simplified method for operating on a module setup and is relatively easy for both new and experienced operators to use with success. It is important to note there are only yard-to-customer and customer-to-yard movement of cars and no customer-customer movements. This is essentially equivalent to a two-cycle car card/way bill system. While the system works well, it does have a major limitation in that it is no longer supported by the author and does not work with any PC operating systems newer than Windows XP.

Ops On ABEL by Clark Huber

The Amherst Belt Lines is a modular layout, not a sectional layout. The difference here is that a sectional layout has a common theme that holds it together – scenery, era, purpose, etc. – and gives it the look of a completed layout. A sectional layout almost always goes together the same way all the time, with exceptions only for pieces that are missing or added during the life of the layout. A modular layout can have a common theme, but relies solely on a standard interface between different modules for assembly. This means that a modular layout can be assembled in any sequence to present a new layout at different shows – the Belt Lines has rarely, if ever, been assembled the same way twice.

The Amherst Belt Lines is unlike many modular layout groups in that we promote the operation of the layout with the idea that it is simulating a miniature rail transportation system. Crews are assigned specific jobs as they would on the prototype railroads. The available assignments can vary slightly depending on the modules used in the layout, but some common assignments are: Yardmaster, Way-Freight, Through-Freight, and Tower Operator. Depending on the number of operators available each assignment could have multiple crew members.

Our club-owned Conn River Yard is the hub of our operations and in general, all trains are classified, assigned and depart or arrive from that location. This includes local way freights as well as “through” trains. As an effect of the modular layout, the destinations served by each way freight will vary by layout. “Through” trains provide opportunity for members that do not enjoy train operations as much but still serve as an integral part of our operations as these trains which are essentially circling the layout are actually rolling staging yards.

Our group utilizes a modified Car Card-Waybill system for car movements. Each car has a car card which is a coin envelope with the top removed. The envelope has a label applied with the pertinent car information; Road, Number, Class, Length and Color and is used to hold our waybills. Waybills are single-sided business cards with the pertinent destination information; Location, Industry, Spot, Car-Class. We opted for single sided waybills for ease of production and to offer a more simplified operational schema to our users.

How it all works: Four +/- waybills that match the car classification are inserted into each car card. The layout is “seeded” at the beginning of a session with cars

and their car card at various destinations. Prior car routing is not a consideration, we are simply populating the locations on the layout with cars so once the first local arrives it will not be performing only setouts. In Conn River yard, the Yardmaster works to classify the various cars there into locals and through trains. If the destination on a car is in the layout, it goes into a local. If the destination is not present, it goes into a through train. As trains are assembled they are assigned a crew and depart at the direction of the yardmaster. All local trains depart Eastward from Conn River. Through trains will depart in an Eastward or Westward direction depending on the best means to balance traffic over the layout. As locals work their trains, they arrive at destinations and will spot cars appropriately, and upon doing so they will move the waybill to the back of the pack, revealing another destination. Cars that were at that location prior to arrival will be picked-up. After all work is completed at that location the train will depart for its next destination. After working all of the locations in the train, the crew will “turn” its local and return to Conn River Yard to be classified into more trains. Through trains on the other hand will run around the layout for a period of time, and when completed will return to Conn River Yard.

While all of the above was going on, the yardmaster was busy... He has continued to classify cars and build trains, and when that has slowed down enough for him to catch his breath, he has been reviewing the stack of car card-waybills that were left behind by the through freights. He will cycle the waybills as he sees fit to maintain the appropriate level of traffic on the layout. He may just cycle the card once and accept what ever the destination is, or he may continue to cycle until he identifies a destination that is physically on the layout. In some circumstances he may even insert an new waybill into the car card. This process is more of an art than a science. On the down side it is not very prototypical. On the up side, it makes our system of operation very flexible and manageable. Additionally our system of operation can be as casual or formal as we wish. In many cases it's an ebb and flow. A crew may approach the yardmaster and ask him if there is anything to run. In other cases we have identified specific operation time slots and crews are scheduled in advance. More often than not we lean towards the casual end. This allows our members to come and go to see others things, such as the layouts or vendors at the show we are participating in.

Officer and Director Reports

The President's Lantern by Peter McKenney

The April 20 quarterly meeting of the Seacoast Division in Rochester, NH, drew a large gathering to see three hours of fine clinic presentations. Guy Lessard gave a clinic on painting and detailing locomotives, Chip Faulter showed how to research a prototype structure and then develop "buildable" construction plans for it, and Rich Breton showed how to add interior and exterior details of a railroad structure, as well as plan it based on research. Most of the members remained for the Board of Directors meeting immediately following the presentations. The Directors prepared very well for the Board meeting and they were able to move through the agenda efficiently, covering a lot of issues effectively, as the minutes for the meeting published in this newsletter attest. After the Board meeting, the Convention Committee met at Rich Breton's home to continue its planning of Tracks to Lakeport 2013.

April 20 was a productive and fun day for those who participated, but what has been happening since then? The Convention Committee has made substantial progress on developing the convention program. Go to the convention website at <http://convention.nernmra.org> to see the clinics and other features of the upcoming convention. I am thrilled at the fresh and comprehensive convention program that is being developed. I truly hope that Seacoast Division members are planning to take advantage of this opportunity to further their model railroading hobby.

One of the realities of any organization is that there are limited resources which can be called upon. With the convention work taking a sizeable amount of the available time of the volunteers, other initiatives we have in mind will have to be spread over longer periods or delayed. One of the higher priorities in this regard is to reach out more effectively to Seacoast Division members. By next quarter, I hope to have some tangible results of the start of that process.

Note that the summer meeting has been rescheduled to August 3. The Great Falls Model Railroad Club in Auburn will host the meeting and is planning on a special layout operations program. The clinic program will start with a general clinic on layout operations by Rick Mills and be followed by an orientation presentation by Tom Coulombe of the Club's magnificent HO layout. Following the clinics, Tom and other Club members will

serve as guides while the Seacoast Division members enjoy running trains on the layout. This will be a great chance for people who have not operated realistically on a layout to get started in a friendly and gentle way. But it also can be fun for experienced operators. There is no better way to learn about the features of a model railroad than to run a train over it.

Hopefully, you have noticed some changes on the Seacoast Division website, www.seacoastnmra.org. Yes, the style of the website has changed, but, more importantly, news can be posted more easily to the website so we anticipate that it will be a better source of current information for you to see and benefit from. Even if you do not have internet access at home, you can still benefit from this strong communication tool by going to a nearby library and using one of the library's public personal computers. Just type the web address into the "browser." Librarians are great in showing how to do this. You not only can see current news, but you can read past issues of the Switch Tower, for free!

I attended a semi-annual meeting of the Northeastern Region's (NER's) divisions' top officers on April 14. This meeting is called and organized by the NER vice president, Henry Pierce. Henry has worked hard during his time in office to find ways for the NER to better support its active divisions. I met several of my counterparts and learned that divisions have many different circumstances and needs. Some have many active programs and support them with large revenue producing activities. Others are smaller in numbers of members and go for simpler programs, but have strengths of their own. Due to this variety of circumstances, the various divisions look to the NER for different types of support. The Seacoast Division's Directors have created a list of support services that they believe the NER should consider performing that would help this division better meet the needs of its members. I have submitted this list to the NER's officers and hope that it can stimulate discussion at future NER Board meetings and lead to enhanced support in the future.

I hope to see you on August 3 at the meeting in Auburn. In the meantime, **share the fun of model railroading.**

Officer and Director Reports

Board of Directors Meeting Minutes

Saturday, April 20, 2013
Rochester Community Center
150 Wakefield St, Rochester, NH 03867

President Peter McKenney called the meeting to order at 1:00 pm.

Present at the meeting were President Peter McKenney and Directors Rich Breton, Larry Cannon (came a few minutes late), Tom Coulombe, Paul Lessard, Erich Whitney, Dave Sias and Chip Faulter. Mike Grahame is training to be a fireman and was excused from the meeting. Approximately 7 Seacoast Division members also stayed for the BOD meeting.

President McKenney stated that the agenda would be as previously distributed to the BOD via e-mail unless there were any suggested changes. He called for any proposed changes to the agenda. No changes were proposed.

Erich Whitney moved that the BOD approve President McKenney's appointment of Dave Sias to be a Director of the Seacoast Division for a term ending January 2014, thus filling the vacancy made by Bruce Robinson's resignation. Rich Breton seconded the motion. The vote for approval was unanimous.

President McKenney then called for the standard reports. Note that all of the reports had been distributed among the Directors prior to the meeting for review:

Secretary's Report Minutes of the January 12, 2013 BOD meeting. Dave Sias moved that the minutes of the January 12, 2013 BOD meeting be accepted as written and posted on The Switch Tower and Seacoast Division website. Rich Breton seconded the motion. One minor typo in the minutes was noted and has been fixed in the official copy. The vote for approval was unanimous.

Treasurer's Report The Treasurer's Report was summarized by Tom Coulombe (Seacoast Division Treasurer). Rich Breton moved to accept Tom's report. Paul Lessard seconded the motion. The vote for approval was unanimous.

Editor's Report Bill Hodges was not present and no report was given. However, President McKenney summarized a proposal that Bill Hodges had

made regarding sending members who do not provide the NMRA with an email address a one-time mailing to entice them to subscribe to a hard copy of the Switch Tower so that they would receive better communications of Seacoast Division news and activities. Dave Sias made a motion to have the Editor do a one-time mailing with a total expenditure not to exceed \$50 to send appropriate Seacoast Division information to non-electronically-connected members with the express purpose of trying to get them to buy a subscription, or connect electronically. Paul Lessard seconded the motion. The vote for approval was unanimous. After some discussion, there was also a motion by Larry Cannon to increase the annual fee for hardcopy Switch Tower subscribers from \$8 to \$10 with a tag line that members may obtain a free copy via the Seacoast Division's website. Dave Sias seconded the motion. The vote for approval was unanimous.

Membership Report Chip Faulter summarized the membership data that President McKenney had received from headquarters. President McKenney is discussing the potential of Dave Sias taking over as the Membership Committee Chair sometime down the road. Given the nature of the report, President McKenney stated that a motion was not required.

Activities Report No report was provided or required this time.

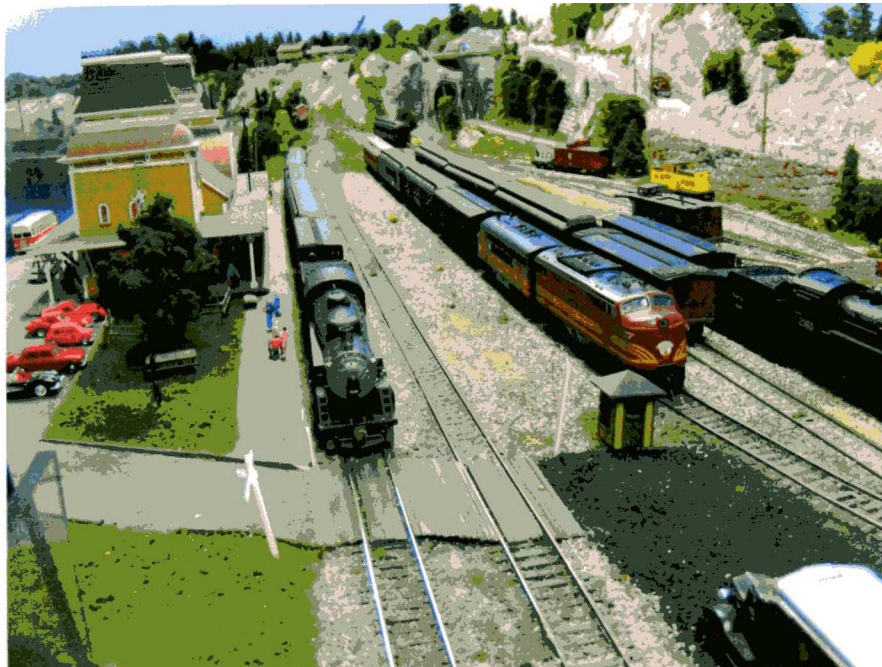
Webmaster Report Rob Carignon was not present. However Erich Whitney summarized the work that Rob had performed on the website over the past few months, switching the website to WordPress, thus resulting in a number of improvements. These improvements include the ability for multiple Seacoast Division members to update the site, the site is a lot more capable, there is a blog area and the website can now host e-mail for members who do not otherwise have an e-mail service. Erich described the work overall as a "breakthrough" in performance! Given the nature of the report, President McKenney stated that a motion was not required.

Achievement Program There was no specific report from the Achievement Program Chair. However, President McKenney challenged each Director (other than Larry Cannon who already has all 11 certificates) to attain at least one Achievement Program certificate by the end of the year. At a minimum, look to obtain the "Golden Spike". Ken White asked if therecontinued on page 9 column1

North Conway Open House

**May 15, 2013 to October 18, 2013. NORTH
CONWAY MODEL RAILROAD CLUB'S
PUBLIC OPEN HOUSE**

takes place every Tuesday - Thursday - Saturday between 10 AM and 4:30 PM at the club's operating HO layout located in the freight House at Conway Scenic Railroad's yard in North Conway, NH. The club's 500 sq. ft. layout features selectively compressed replicas of CSRR's North Conway station and yard, Frankenstein trestle and Crawford's station in Crawford Notch. Other features include a logging railroad, a large paper mill complex, a granite quarry, and a seaport city with a large steamship tied up at a pier. Mainline operations are



conducted over a full length upper level loop and a shorter lower level loop. Additional trains are operated over a logging branch, a trolley line and a special section of track devoted to Thomas the Tank Engine. As many as seven trains operate concurrently. All operations are conducted by an all-volunteer crew.

Admission is free but donations are gladly accepted.

Contact:

e-mail: geebud@roadrunner.com;

Web site: www.ncmrrc.com.

U.S. Mail: P.O. Box 218, Kearsarge, NH 03847

NMRA Info-Net

Welcome to the InfoNet-News For May, 2013

Latest Update from the Peachtree Express 2013 NMRA Convention

A special note on our tours: While we are offering tours to please every taste, we cannot afford to operate tours that fail to meet minimum break-even levels. If you are interested in any of the tours - either layout, prototype or general interest - please reserve them now. We must notify our bus provider by June 12 if any tours are to be canceled, so please don't depend on buying tour tickets at the convention. If enough people don't show interest by the cut-off date, we have no alternative other than to cancel.

The Atlanta Convention Committee has been hard at work for the last several years preparing a great schedule of events for your enjoyment and education. There is truly something for everyone. For the rail-oriented group:

- You can choose from over 200 clinics covering a wide array of topics and including sessions covering basic to advanced topics, even "Modeling with the Masters" clinics.
- Over 60 outstanding layouts in all scales will open their doors for your touring pleasure.
- The silent auction will be filled with bargains in all scales as well as books and railroadingiana.
- The model celebration and contest is shaping up to be one of the best, so bring what you've been working on to just show it off, or have it evaluated for AP points.
- A Company Store will feature our unique HO and N scale convention cars, numerous items of logo apparel, and many other rail-related goodies.
- The convention banquet will feature professional family-friendly entertainment in the side-splitting "Lucy and Desi tribute show" along with Door Prizes.
- The National Train Show is shaping up to be one of the best. All the major manufacturers and vendors will be there, plus modular layouts in all scales.
- Atlanta is rich in railroad heritage and we plan to highlight many local attractions. Prototype tours include:
 - Visits to CSX Tilford and Hulsey yards and CSX railfanning (pending CSX confirmation).
 - The unique operations of short line Georgia Northeastern
 - NS intermodal operations and railfanning
 - Metro Atlanta Rapid Transit (MARTA) heavy rail maintenance facility

- A ride over the famed L&N "Hook & Eye" route on our very own charter train
- Re-living the Great Locomotive Chase featuring a professional Civil War historian and visits to many of the actual locations where the civil war skirmishes occurred. You'll also be up close and personal with the actual "General" locomotive.
- A look into the future of transportation takes you to American Maglev's test facility and a ride on their prototype maglev train.
- Airplane buffs will not want to miss the tour to the Delta Museum, which is now planned to include a look at the Delta World Ops Center and training simulators.
- Opportunities to visit Atlanta's two premier rail museums--Southern Museum of Locomotive History and Southeastern Railway Museum.

Atlanta is a great family fun location, so bring the family. General Interest Tours include:

- An extensive array of non-rail clinics, a special ladies luncheon, an "open early-close late" hospitality suite, continuation of the Project Linus quilting activities, evening movie events featuring "Gone With the Wind" and other southern-flavor classics.
- A special evening at Stone Mountain Park to enjoy all the attractions and culminating in the fabulous Laser & Fireworks Spectacular.
- Tours to the Georgia Aquarium, CNN Center, World of Coke, Atlanta Botanical Gardens, Atlanta Cyclorama, Carter Library, Martin Luther King birthplace and others.

Our convention venue is convenient and affordable: Located outside of downtown Atlanta, The Renaissance Waverly is the convention hotel. Your \$139.00 convention rate includes FREE parking and the hotel is directly connected to the Galleria Centre, site of the rail clinics and tour departures.

You'll enjoy air-conditioned comfort throughout the entire Waverly/Galleria complex.

The complex also features a covered walkway to Cumberland Mall, home to 140 stores and numerous restaurants.

For additional convention details, visit:
www.nmra2013.org.

Joe Gelmini – Peachtree Express Convention Chairman

NMRA Info-Net cont.

A message from Tony Koester, At Large Director, Worldwide (2005-2013)

Considerations When Inviting Speakers To Your Convention

I've been asked to give clinics and after-dinner talks at venues literally around the world since 1969. I very much appreciate the honor, as do others who receive similar invitations.

There are several considerations that we should all be aware of, however, that will help to avoid anyone being in an embarrassing or financially untenable situation. Based on decades of presenting talks and on discussions with others who are often asked to do this, I have prepared a list of expectations and customs.

Speakers asked to give a talk in their home Region or Division do not usually expect to have any expenses covered. It's just part of being an active and participating member of a Region or Division.

When I was elected At-large Director, Worldwide, one of my first proposals was to compensate those who are asked to give clinics at National Conventions. When the officers and directors worked through the numbers, however, it quickly became apparent that any significant compensation such as free lodging or even registration would cause the basic registration fee to grow significantly. That said, in my view clinicians who attend the National only for the day they present their clinic should, at a minimum, be allowed to register at a one-day rate. Even though it is a distinct honor to be asked to give a clinic at a National Convention and counts toward an Achievement Program certificate, perhaps some means of offsetting expenses for National clinicians will one day be worked out by the leadership team and convention hosts.

Those who are invited to give clinics or after-dinner talks at Regions other than their home Region cannot be expected to cover their own major expenses, including transportation, lodging, and banquet costs. They should expect to cover their own non-banquet meals, tours, and other extra-fare costs. But it is simply unfair to expect popular speakers to spend significant hobby funds to "entertain your troops," as they are often invited to numerous conventions each year. The costs quickly become prohibitive. The model railroad publications do have budgets for staff travel, but such budgets are usually very limited.

Many travel schedules and budgets are set up at least a year out; my own travel schedule tends to fill up two or three years in advance. So as soon as you have a date set for your event and a person delegated to round up a slate of clinicians and the after-dinner speaker, immediately reach out to those you hope can help you make your convention a resounding success.

Tony Koester, At-large Director, Worldwide (2005–2013)

NMRA Election Results Announced

NMRA Secretary John Stevens announced the results of the voting which took place earlier in the year for three NMRA Board of Director positions. The results aren't considered official until the Board of Directors meets this July in Atlanta and accepts the report of the Ballot Committee.

At-Large Worldwide Director

Mike Brestel (446)

Larry Smith (295)

Stan Ames (291)

Leslie Eaton (56)

Atlantic District Director

Kathy Millatt (74)

Alain Kap (17)

Western District Director

Jack Hamilton (263)

Larry Alfred (155)

Home Depot / Holiday Project / National Model Railroad Month

This concept is for the design and implementation of a multi-city holiday campaign titled BUILD A MEMORY.

This project would be the building of a Holiday Train that families can create together to have a lasting holiday memory. The concept is simple; the NMRA designs a build packet that includes all specs (lumber, wiring, track layout, suggested scenery, etc.) that local Home Depot patron can watch being built as part of their Saturday Build Workshop series. The patron would then take plans home and build them selves.

...continued on page 11, col 1

BOD's Meeting Minutes continued

could be 2 judges available at quarterly meetings to judge items brought to the meeting. It should be noted that although Seacoast members are welcome to attend the BOD meeting, they are not allowed to speak unless asked.

Seacoast Modular Group No report

President's Report President McKenney had provided an 8 page report in advance of the BOD meeting. Again, there was no need to vote to accept this report. However, President McKenney had recommended in the report that Larry Cannon be named to the NER nominating committee for 2014. Dave Sias moved that Larry Cannon be named to the NER nominating committee for 2014. Paul Lessard seconded the motion. The vote for approval was unanimous.

Erich Whitney provided a summary of his Convention Chair's Report as a full meeting to discuss status of the convention was to follow the BOD meeting. Erich stated that all areas were working and were on schedule. The registration form was on-line, the hotel information was on-line, the guest speaker had been confirmed, and the layout and operations schedules were well along.

President McKenney led a short discussion on the process for revisiting the Seacoast Division vision, mission and strategy. It was agreed that the vision and mission were not broken, that we should table the discussion for the time being, and possibly look to schedule a dedicated session to discuss in the future, perhaps at the summer meeting at the GFMMR.

Erich Whitney and Chip Faulter led a discussion on how to enhance the membership experience for RailPass members so that they would be encouraged to renew their memberships after their 6 month pass expired. Chip Faulter had circulated to the Directors a 5-point proposal. The substance of the proposal was as follows:

1. A Director would contact every new member, preferably by telephone or in person, to welcome them to the NMRA and Seacoast Division, and find out more about the new member's hobby skills, interests and needs.
2. Based upon the new member's situation, assign a Director (could be the Director who made the original contact) to serve as the new member's personal contact.
3. The personal contact would make a subsequent contact with the new member to ascertain that they are accessing the Switch Tower and Coupler, etc., and have received their package from NMRA headquarters.

4. The personal contact would also follow-up to make sure that the new members are aware of upcoming meetings, events, activities, etc.

5. The personal contact would also follow-up at the time the new member is to renew to encourage them to do so.

Larry Cannon moved that the action plan be adopted as written. Dave Sias seconded the motion. Although the vote carried for approval, Rich Breton was opposed. It was agreed that Erich and Chip would follow up with Rich to understand his concerns and modify the plan later, if necessary, so that Rich's points would be fully considered.

President McKenney pointed out that 13 new members in the first calendar quarter had not been contacted by a Director as required by the prior new member policy (substantially the same as the first step in the new policy), adopted by the Board at its June 3, 2012 meeting. Based on the new member's mailing address, he assigned a Director to each of these new members and asked that they contact them very soon.

There was some discussion in regard to "Other Activities" that might be offered to Seacoast Division Members in 2013. Larry Cannon pointed out that while attempting to help Rich Breton find additional local layout tours for the Convention he had to contact a number of local NMRA members who we do not normally see at meetings and got a generally favorable response and interest in attending the Convention, other activities and contact with other model railroaders. This type of contact together with activities like Rich Breton's local modeling group and Derry Fun Night are ways to expand participation despite we are being heavily involved with the Convention.

The BOD and members are encouraged to expand their contacts with NMRA members and other modelers we might involve in the Seacoast. Larry Cannon gave Dave Sias the contact information he had developed for additional follow up as most of the individuals are located in his area. This topic was also tabled for discussion at a future meeting.

Given that several of the Directors would not be available to attend the summer meeting on July 27, a motion was made by Larry Cannon to move the meeting to August 3 at the GFMMR Club in Auburn, ME. Dave Sias seconded the motion. The vote was unanimous for approval.

Larry Cannon moved for adjournment at 2 pm. The motion was seconded by Paul Lessard and passed by unanimous vote.

Seacoast Announcements

Seacoast Division Summer Meeting

Saturday, August 3, 2013

10:00-2:00

Hosted by

The Great Falls Model Railroad Club
144 Mill St, Auburn, Maine 04210

Clinic Topics:

- Realistic Train Operations on Model Railroads by Rick Mills. This presentation is about getting an operation system up and running with a minimum of paperwork and cost. Start with a concept of interchange flowing in and out, develop a schedule to allow freight and passenger traffic to co-exist using a string diagram, and then set up a card-order system for freight. Suitable for single or multiple operators.

- Orientation for Operating on the GFMRR Club's HO Layout by Tom Coulombe. Tom and other members of the Club will provide an overview of the layout and prepare attendees to have fun operating trains on the layout.

- Show and Ask: Participants are encouraged to bring 1) examples of their modeling to show to other attendees for educational purposes (two-way!) AND 2) questions on model railroading topics to pose to the others. Take advantage of the cumulative experience of all of the attendees to make your modeling experience more enjoyable.

Special Operations Activity: A 2-hour operations session will occur on the Club's HO layout, with dispatching and assistance from members of the GFMRR Club. Have fun with others running trains on the layout and participating in a basic operations activity.

Lunch will be available on-site for purchase from GFMRR Club.

Come to the summer meeting and Share the Fun of Model Railroading.

Board of Directors Meeting will follow the program.

Next Meeting: September 14, 2013 in Center Harbor, NH (Congregational Church, 52 Main Street, Center Harbor) Mark your calendar and save the date!!

Seacoast Division Board of Directors' Meeting

Saturday, August 3, 2013

Great Falls Model Railroad Club
144 Mill Street, Auburn, Maine 04210

Meeting begins immediately following completion of clinic program for the members, targeted for 1:00 p.m. start.

Agenda:

1. Meeting convenes and Directors agree on topics and time allocations for meeting (2-5 minutes proposed)
 2. Approval of appointment of Dave Sias as Membership Committee Chair (1-3)
 3. Standard reports (Any and all basic reports to be distributed prior to the meeting via emails in time for all Directors to reflect on them adequately and be prepared for discussions, action planning, and possible decisions during the meeting.)
 - a. Secretary- minutes of April 20, 2013, meeting (1-3)
 - b. Treasurer (1-3)
 - c. Editor (1-3)
 - d. Membership (1-3)
 - e. Activities (1-3)
 - f. Webmaster (1-3)
 - g. AP (1-3)
 - h. Seacoast Modular Group (1-3)
 - i. NER (1-3)
 - j. President (3-5)
 4. Convention Chair's Report- Erich (4-10) (High level overview and discussion to assure the Division and NER that the convention process is going satisfactorily; detailed discussion to follow in Convention Committee meeting after the Board meeting.)
 5. 2013 process for revisiting Seacoast Division vision, mission, and strategy (10-20)
 6. Review the previously adopted action plan to enhance the new NMRA member experience sufficient to increase their membership renewals for purposes of possible amendment [Chip, Erich and Rich] (2-5)
 7. Progress on initial efforts to form local working cells. [Larry, Rich, and David] (1-3)
 8. Planning for next meeting- all (2-5)
 9. Adjourn
- Meeting adjourns no later than 2:00 p.m.
Convention Committee to meet immediately after the Board meeting ends.

Timetable

New Division Members

Ray Bryant
Weare, NH
Jeremiah Cahill
Manchester, NH
Mark Campbell
Southwest Harbor, ME
Mathew Trischler
Auburn, ME
Henry Weiner
Gilmanton, NH
Ron Palmquist
Cape Elizabeth, ME
Adrian Levesque
Nashua, NH
Chris Brown
Merrimack, NH
Samuel Carr
S. Freeport, ME
Shana Hoch
Exeter, NH
Casey Hoch
Exeter, NH

Through Oct 18 T, Th, Sa 10:00 - 4:30	North Conway Model Railroad Club Open House	The freight House at Conway Scenic Railroad yard North Conway, NH
Aug 3, 2013 10:00 - 2:00	Seacoast Division Quarterly Meeting	Great Falls Model Train Club, 144 Mill Street, Auburn, ME.
August 18, 2013	Concord Model RR Club Annual Show	Everett Arena Concord, NH
September 13 2013	Derry Fun Night	Marion Gerrish Community Center Derry, NH
Sept 14, 2013 10:00 - 2:00	Seacoast Division Quarterly Meeting	Congregational Church 52 Main Street Center Harbor, NH
Sep 14-15, 2013	Hew Hampshire Railroad Days	Lakeport & Ashland, NH
October 17 - 20, 2013	NMRA Northeastern Region Convention	The Margate Lakefront Resort Laconia, New Hampshire
Nov 8, 2013	Derry Fun Night	Marion Gerrish Community Center Derry, NH
January 11, 2014	Seacoast Division Quarterly Meeting	First Congegational Church 301 Cottage Road South Portland, ME

NMRA Info-Net continued from page 8

(We are in discussion with National retailers and publication for sponsorship.) We would like the Divisions to build a set of in progress layouts (like a cooking show) so the patrons do not have to be at Home Depot for more than an hour. We would also recruit local hobby shops to partake.

The NMRA Marketing department would contact the local regions and divisions to man the selected Home Depot stores and also work with a local market hobby shop to help with awareness of hobby materials.

We need Divisions from the following areas to partake in this campaign. (SE states, NE states, Upper Mid states, Lower Mid States, SW states, Pacific Northwest) These

events will be filmed for local news. If interested, please contact Page Martin at marketing@hq.nmra.org

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org on in the NMRA Magazine.

If the person holding a region or division office changes, or their email address changes, please contact me at tcdrainer@aol.com with the corrected information

Regards,
Tom Draper – HLM, DSA, FA
Director – Support Services

The Switch Tower

July 2013



PEACHTREE EXPRESS
NMRA NATIONAL CONVENTION
nmra2013.org

Officers & Directors

Officers:

President:	Peter McKenney	mckenp@maine.rr.com	207-776-2033
V. President:	Erich Whitney	ecwhitney@me.com	603-537-1120
Treasurer:	Tom Coulombe	ctcoulombe@aol.com	207-784-5962
Secretary:	Chip Faulter	faulter@comcast.net	207-443-3135

Directors:

Richard Breton	rbreton@gmail.com	603-332-8257
Larry Cannon	larrycannon@roadrunner.com	207-786-3929
Paul Lessard	plessard74@comcast.net	603-623-4093
Mike Grahame	mgrahame72@gmail.com	603-778-3099
Dave Sias	lndsias@earthlink.net	603-279-4553

Contacts:

Membership Chair:	Dave Sias	lndsias@earthlink.net	603-279-4553
Activities Chair:	Paul Lessard	plessard74@comcast.net	603-623-4093
Switch Tower Editor:	Bill Hodges	hodges_b@myfairpoint.net	207-266-7099
Achievement Program Manager:	Larry Cannon	larrycannon@roadrunner.com	207-786-3929
Free-mo Module Coordinator:	Bill Hodges	hodges_b@myfairpoint.net	207-266-7099

Seacoast Division, NMRA Financial Report for Second Quarter 2013

Revenue		
Interest income, April-June	0.46	
Donations for refreshments at April meeting	42.00	
Less actual cost of refreshments		(65.65)
Net donations		<u>(23.65)</u>
Total revenue		(23.19)
Expenditures		
Annual filing fee, Secretary of State	35.00	
Website annual fee	13.99	
Postage	7.92	
Total expenditures		56.91
Net change in fund balance		(80.10)
Beginning fund balance, March 31, 2013		<u>1,892.54</u>
Ending fund balance, June 30, 2013		1,812.44

The Switch Tower is the quarterly publication of the Seacoast Division of the Northeastern Region of the National Model Railroad Association. Past issues can be down loaded from <http://seacoastnmra.org/seacoast/Newsletter.html>. Contributions are welcome and encouraged. Email them to editor@seacoastnmra.org or surface mail to Bill Hodges, P.O. Box 1604, Ellsworth, ME 04605.