



The Switch Tower

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Seacoast Division NMRA www.seacoastnmra.org



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Sharing the Fun of Model Railroading

Ever since I began participating in Seacoast Division NMRA activities, I have been impressed with its use of the slogan "Share the fun of model railroading." To me, this captures the spirit and purpose of belonging to the NMRA and this division. So, let's find more ways to share the fun in 2014.

Sharing is an essential act in this philosophy. Sharing happens when two or more people interact constructively. Thus, we want to have more constructive interaction between the members. The Board has updated the mission statement, adopted a vision statement, and discussed objectives for 2014 that would greatly expand sharing. For example, we contemplate reaching out to more of the Division's members, partnering with willing local model railroad clubs and groups, and finding more ways to serve as a resource in Maine and New Hampshire.

Sharing is not a one-way process. All parties in a volunteer organization like the NMRA should be contributing to the process in some way. Here are some ways that individual members can share:

- ◆ Be willing to answer some questions from another modeler,
- ◆ Attend NMRA meetings and add your experience and knowledge to the conversations,
- ◆ Bring something for Show-and-Tell and explain what you have done and learned,
- ◆ Write an article for the Switch Tower,
- ◆ Make a clinic presentation for a division, club, or other meeting,
- ◆ Invite some fellow members over to run trains or work on a modeling project,
- ◆ Staff a display table at a train show to inform people about the NMRA and the Division, and
- ◆ Be willing to serve a term in a Division position (officer, director, chair, or committee member).

This Division can do only what its members choose to do for themselves and each other. Be open-minded when someone reaches out to you.

The President's Lantern by Peter McKenney

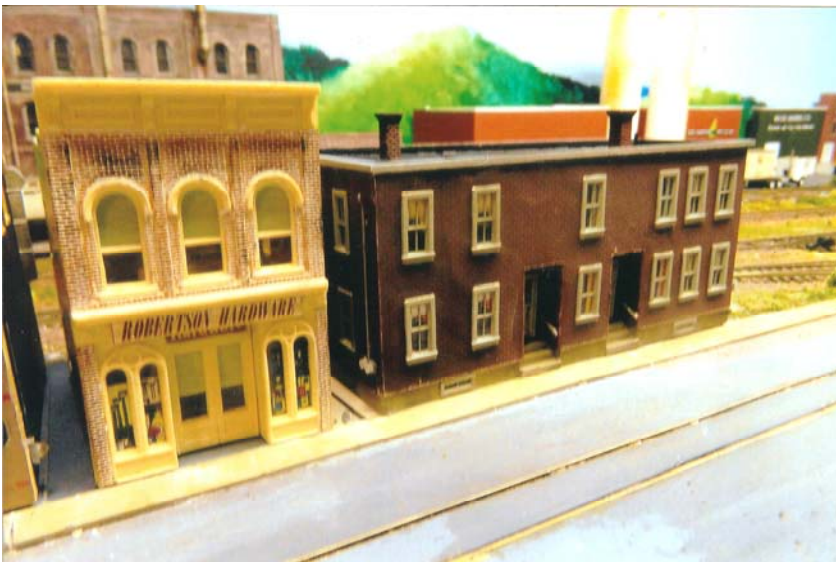
I have lots of comments to make this time:

- ◆ Tracks to Lakeport 2013. Seacoast Division NMRA hosted a superb convention as recognized by many of the NER leaders. Read the favorable comments in The Coupler issue #252 if you have any doubts! Thanks to all who participated. With the positive financial results from this convention, the Division will be able to afford more tools for improving services to members.
- ◆ In 2014, the Division will return its full focus on modeling activities. We want this newsletter filled with modeling articles going forward. Submit your articles or suggest topics for articles. Editing and writing assistance are available if desired. Also, offer to give a clinic at a future meeting.
- ◆ Play an active role in the Division. If you have any interest in filling any of the elected or appointed positions, please step forward. The role of editor, for example, is wide open.
- ◆ Local model railroad clubs or groups: We want to learn about you and spread your good news. On a space-available basis, the Switch Tower will post notices and news briefs from any club or group that serves modelers from Maine and New Hampshire. A comprehensive club/group contact list will also be added to the Division's website. Not only that, but the Division would like to share model railroad experiences with local clubs/groups. E.g., on January 13, the Eastern Maine Model Railroad Club has invited NMRA members to attend its meeting at its clubhouse in Orland, ME. NMRA representatives will give some clinics as well as visit the club's impressive clubhouse and layout. On December 30, Larry Cannon and I visited the Boothbay Railway village Model Railroad to explore how the two parties might help each other. Over the course of 2014, hopefully these examples will be repeated for all other interested clubs and groups.
- ◆ Division finances. Tom Coulombe has managed the Division's finances very well for several years. Now, he is chairing a sub-committee on a long-range financial plan to support the Division's education mission. The Board will consider its recommendations on January 11.
- ◆ Membership challenges. As the graphs on page 10 produced by Webmaster Bill Poor show, the Division's membership is widely dispersed throughout some rural areas of Maine and New Hampshire and tends to be over 60 years old—not necessarily the most mobile of age groups. Consequently, the Directors are focused on finding ways to help members who want to meet other fellow modelers and create some local model railroad activities that they can enjoy on a regular basis.
- ◆ Board of Director Meeting Minutes. In order to free up space in the Switch Tower for more modeling articles, the full minutes will be posted on the websites and a briefer "summary" of the meetings will be posted in the Switch Tower.
- ◆ **January 11 meeting in South Portland.** (See Page 15.) I hope to see you at the Winter Meeting. There will be four clinic presentations, other model railroading activities and discussion, PLUS the **Annual Meeting** for the members. This is a chance for you to elect three directors and get more information on how the Directors are striving to arrange for services to the members. **There will be an opportunity during the meeting for you to raise questions or provide suggestions. Come prepared!**
- ◆ Personal outreach. The Division now has 183 members spread widely over the two states, many of whom have not had a chance to introduce themselves. Over the next few months, many of you will receive a phone call from me so we can get to know a little more about each other. Armed with more information about members, the Directors feel they can make better choices on how to help you "share the fun of model railroading!!"

Happy New Year fellow modelers!!

Urban Modeling Old School Style by Paul Lessard

Every once in a while model railroaders will take a hard look at their layouts with the intention of improving their visual appearance. Such was the situation I was dealing with. After 15 years, one neighborhood on the layout was looking rather stale



For those not familiar with Strathmore, it is a high quality, fine-textured material that was popular in the 1950's and 1960's. I had all the walls and roof cut, complete with window/door openings, in a couple of evenings. The exterior siding is a stick-on brick material. It is not embossed, but is suitable to represent an asphalt brick siding. Window and door castings are relatively new products by Northeastern Scale Models. The nice thing about these parts is that glazing is included. They are laser-cut to size, saving the builder much time in construction.

For window dressings, I used Signs Galore curtain and Venetian blinds printed on paper stock. It is simply a matter of cutting to size and gluing to the inside of the window. At this point, with major assembly done, I added detail items such as chimneys, hand-rails, and mail boxes.

and uninteresting. I decided to start an "urban renewal" project using a DPM kit that I had modified and another hardware store that I had acquired at a train show. This left an empty trapezoid-shaped lot that would be difficult to fill with a commercial kit. Obviously, a custom scratch-built structure was the answer to my problem.

Starting with the footprint of the space, I designed a 4-unit apartment building that would complete this project. Now it was time to select the materials for this edifice. My stock of suitable strip wood was rather sparse. I had plenty of sheet styrene, but I decided against this

as cutting styrene would take longer and I already had many plastic structures. I finally chose Strathmore and cardstock for my apartment block as this would be cheap and easy to work with.



In conclusion, a nice apartment building was added to my neighborhood while spending a relatively small amount of time and money.

Boothbay Railway Village Model Railroad Exhibit by Peter McKenney

Boothbay Railway Village in Boothbay, Maine, is a non-profit educational and historical organization focusing on Maine from the 1850s to the 1950s. The NER convention, The Downeast Special in Portland, ME, in May, 2002, included this museum on its list of tours. It is famous for its antique automobiles, two-footer steam locomotive train rides, and rural village displays and structures. But there is another gem at the Village: an HO scale layout in a 46 by 20 foot layout room.

To house a scale model railroad, a replica of the Maine Central freight station in Bowdoin, ME



was built in the late 1990s. A previously donated layout was moved into the building and re-assembled. A volunteer group was organized to operate this temporary display layout. A completely new layout track plan was completed in 2006 and since then volunteers have been constructing the new layout which is based on Maine railroading: Boston and Maine, Maine Central, and Bangor and Aroostook Railroads.

Leading this effort has been Ron Spinney, an NMRA member since 2001. Ron is on the Board of Directors of the Museum and has been delegated responsibility and authority to oversee the volunteers building the layout, which also includes a narrow gauge railroad. Ron is supported by George Barrett, owner of Sheepscot Scale Products, who, like Ron, is also a museum corporate director. Several of George's structure and vehicle kits have been assembled and placed on the layout. Most of the track has been laid and the central peninsula has been sce-

nicked. A lot of scenic work and structure building remains to be done. The layout is operated with Digitrax and there are over 100 tortoise-powered turnouts on the layout.



Ron emphasized that the purpose of this layout is for "exhibition" consistent with the museum function of Boothbay Railway Village. The volunteers who work on the layout do not have the same expectations of belonging to a model railroad club, e.g., socialization is not a priority. Rather, they are motivated by their passion for good quality modeling and for exhibiting historically representative scenes.

Unfortunately, most of the volunteers do not live nearby and only a few are available during regular scheduled work sessions on Thursday afternoons and evenings year round. Ron would like to see many more modelers volunteer their time to help with construction. He also is recruiting volunteers to staff the exhibit on weekends in the summer tourist season. These volunteers keep trains running on the layout for the visitors and help them interpret the scenes on the layout.

The Boothbay Railway Village Model Railroaders not only do all of the construction work, they raise all of the funds for supporting the layout. They pay modest annual dues and solicit donations of cash and model railroad equipment. They also sponsor a 50/50 raffle. You will see their representatives at train shows in W. Springfield, MA, and Topsham, ME, where they publicize the museum and sell surplus model railroad equipment to raise funds for ac-



quiring needed equipment. The museum is also a Walther's dealer! A small inventory of surplus model railroad supplies is on display for purchase at very reasonable prices.

Visit this layout to see an example of a well-planned and constructed layout. Even better, com-

municate with Ron Spinney directly about volunteering in construction or interpreting it for visitors. Ron can be reached at 207-633-3108 or rspinney@northeast-security.com. Donations are also very welcome. For more details, see http://www.railwayvillage.org/Model_Railroad.htm.

Local Model Railroad Club News

The Seacoast Division NMRA offers model railroad clubs and groups serving Maine and New Hampshire modelers an opportunity, on a space-available basis, to post brief news stories about their clubs in the Switch Tower and on the Division's website. For those interested, please identify a liaison from your organization who can provide news and contact information. Readers will be interested to know what your organization is modeling, when it meets, and what activities it is involved in. By publicizing this information, modelers may become interested in join-

ing such organization or sharing model railroading experiences. Submit information to

editor@seacoastnmra.org



Tracks to Lakeport 2013 Impact on Seacoast Division NMRA Interview of Local Convention Chair Erich Whitney by Peter McKenney

By January 2012, Erich Whitney had agreed to serve as Local Convention Chair for Tracks to Lakeport 2013. Erich had never been involved in organizing an NMRA convention previously. In fact, he had only become an NMRA member in March 2009. Despite his lack of direct experience with NMRA conventions, he had been involved in model railroading for several years and had served in leadership roles in similar organizations. He brought a fresh perspective to the process of organizing an NMRA regional convention, PLUS he knew he could rely on convention-experienced veterans such as Larry Cannon and Rich Breton, and other willing volunteers in the Seacoast Division. The result of the work of the Local Convention Committee was a very successful convention which will have a positive impact on Seacoast Division in the future. Erich agreed to be interviewed by the Switch Tower on this subject.



Erich Whitney (R) talking with HUB Division President Manny Escobar on convention issues at the Margate Hotel.

Switch Tower: How confident were you that the Seacoast Division could host a successful Northeastern Region convention?

Erich Whitney: Most recent NER conventions have not been able to break even financially. Early

on in our planning, we had to create a financial forecast of likely revenue and expenditures, striving to find a convention plan that would likely break even. Could we attract enough participants to cover the costs of the convention hotel facilities and cover the costs of prototype rail-fan trips? We were definitely worried, but we were able to design a convention program that was very popular. The result was a fun-filled weekend for over 200 people. In fact, the hotel sold out its rooms two months before the convention and we had to arrange overflow accommodations. The banquet was also over-subscribed and we had to arrange an overflow dining room. Similarly, we had concern early-on about registrations for prototype train rides meeting minimum levels. As it turned out, all planned train and boat rides ran as planned, too. Today, Seacoast Division NMRA members can have confidence that the Division can do more for them in the future.

ST: How will the efforts put into hosting Tracks to Lakeport 2013 benefit the Seacoast Division NMRA in the future?

EW: The most dramatic and measurable result of the convention is to greatly strengthen the financial resources of the Division. The Division made a profit of over \$1,700 on the convention raffle. Plus, the convention itself was surprisingly profitable. The Division's share of the net profits of the convention is likely to be over \$2,800. The Division will now be able to use some of these funds over the next few years to start new programs and to acquire resources such as video equipment to improve and distribute more widely future Division programs. The convention also exposed Seacoast Division NMRA to many model railroaders who live in Maine and New Hampshire but who are not NMRA members. We hope to work more with these modelers in the future. We were also happy to learn more about Division members who stepped forward to participate and volunteer at the convention. We also learned about how helpful the other divisions of the NER can be to publicize and support an NER convention.

The Switch Tower

January 2014

In the future, we now have more contacts within the NER to help with future Division activities. These benefits came at a cost, however. The local convention committee members worked very, very hard to make the convention a success. More volunteers will help spread the work around in the future. In summary, the Division now has more financial and talent resources to use for future model railroad activities.

ST: How did Seacoast Division NMRA modelers compare with others at the convention?

EW: Seacoast Division NMRA members did very well in the model contest. Jack Ellis won the Baldwin Award for his Inner City Diorama entry having



Jack Ellis receiving the Baldwin Trophy Award from Bob Hamm.

the highest point score of the convention. Right behind him in second place in points was Tom Oxnard who won the HUB Award for his Champlin Box Co. structure. Paul Lessard won second place for structures in the Master category for his Ramshackle Yard Office. AP certificates were distributed during the banquet. Rich Breton earned the Association Official certificate, Tom Oxnard earned the Model Railroad Author certificate, and Bruce Robinson earned the Model Railroad Engineer- Civil certificate. The success of these modelers in the contests



Tom Oxnard receiving the HUB Award from HUB Division President Manny Escobar.

and the Achievement Program is a good trend for the Division and we look forward to more individuals joining them in the future.

ST: What advice would you give to members of the Division about attending or participating in future NER or NMRA conventions?

EW: What are you waiting for? You will be very pleasantly surprised what you will experience at an NMRA convention. Yes, it is definitely worth the time and money to attend. You'll learn a lot from talking with other convention participants and seeing clinics that generally do not happen outside of the NMRA convention venue. Don't be shy. Be willing to lend a hand at the convention, too. Your task can be for a brief period and you will get the satisfaction of helping your fellow members have a great experience. To make it more fun and affordable, arrange to attend with another member so you can split the costs of travel and lodging. Plus, you have someone to talk modeling about and share new experiences. The next NER convention will be in Palmer, MA, September 11-14, 2014, and the next NMRA convention will be in Cleveland, OH, July 13-19, 2014.

ST: When will the Seacoast Division likely host

New England Diamonds



Palmer, Massachusetts – 2014 *The Town of Seven Railroads*

another NER convention? The NER is made up of 11 active divisions. If those 11 divisions all shared equally in hosting the NER conventions, which has not been the custom, Seacoast Division NMRA's turn to host a convention would not happen again until 2024! Some of the NER divisions, however, have small membership and have not had the resources to host NER conventions at the same frequency as other divisions. Seacoast Division NMRA last hosted a convention in 2005, an 8-year gap between this year's convention. Eight years might be a reasonable guess as to when we may have another convention to host. Also, the NER might look to Seacoast Division NMRA sooner due to its proven success rate at hosting conventions. The last three conventions hosted by Seacoast Division NMRA have been profitable! Historically, Seacoast Division NMRA has strengthened its financial position by hosting NER conventions. It's hard work, but it has a lasting positive impact on the Division.

ST: Would you like to give credits to the folks who helped put the convention on?

EW: Absolutely. This convention could not have been successful without the work of

many people. Bruce Robinson started the ball rolling over two years ago, working with the Seacoast Division NMRA Board of Directors to create a convention bid package. Rich Breton conducted early scouting for a practical and attractive location for the convention. He worked many months lining up layouts for touring as well as prototype rides. Larry Cannon did a magnificent job attracting great clinicians and organizing the inside activities. His creativity and boldness of placing many activities together in the hotel lounge made a wonderful environment for the participants. Bill Hodges worked with a number of modular groups to recruit them to set up in three large conference rooms. The result was a very active room with lots of visitors and guest operators. Our ace on the ground was Dave Sias. He helped identify lots of local attractions and resources which made a major difference in the whole program. Peter McKenney took advantage of all media to publicize the convention, spearheaded creation of a comprehensive convention handbook, and he helped all the others at the convention as needed. Chip Faulter had a remarkable solicitation campaign for obtaining items for the raffle and the financial results thereof speak for themselves. Tom Coulombe shared his financial talents at key times and

Ruth Cannon worked diligently so we could inform participants about local attractions. Besides these people, another 10-15 Seacoast Division NMRA members volunteered in many and various ways to help. The keynote speaker at the banquet, George Melvin, with the support of his wife Kathy, produced a wonderfully uplifting message about the people in prototype and model railroading. NER Convention Committee members were also productive: Ken May, Chair, Bob Robbins, Registrar, Bob Hamm, Model Contest Chair, Bill Barry, Photo Contest Chair, and Al Oneto, Layout Operations Coordinator.

ST: Do you have any other



Make-and-take clinic given by Dave Cambers at the recent NER convention.

comments or suggestions?

EW: Larry Cannon first articulated an idea that I fully subscribe to: augment the NER Permanent Convention Committee with more folks to create a

nucleus of talent that can be accessed by future local convention committee members. The additional people on the NER Convention Committee should include at least one person from each of the active



NER divisions so that they can communicate frequently and effectively with their respective division's members. Of course, having local contacts will always be a key to future successful conventions. The convention organizers must know the local people.

The successful hosting of this convention proves that the Seacoast Division NMRA has the requisite membership and resources to be a very successful organization for the benefit of its members for years to come. I look forward to see how much we can accomplish in 2014 and beyond.

The lounge at the convention hotel was busy with Made in the NER vendors, the raffle table, an N-scale modular layout, the hospitality area, and speakers in the evening. Here, Dave Myers explains modeling with Gatorfoam to three modelers while NH railroad scenes are projected on a screen on stage.



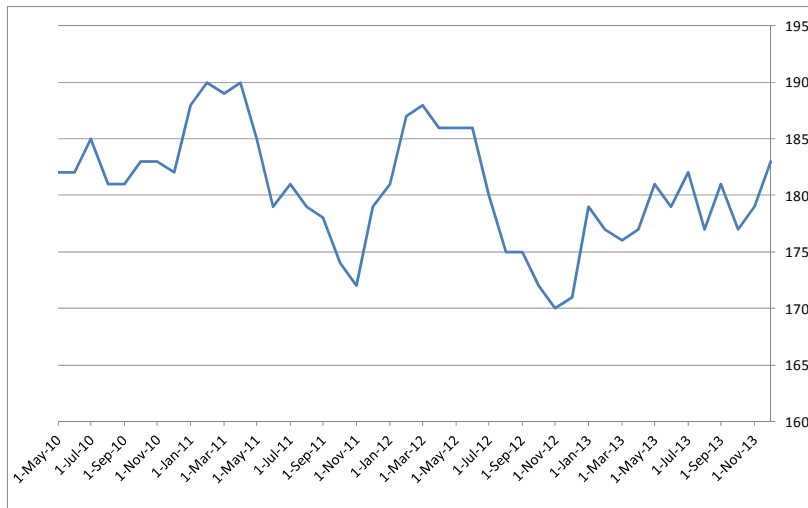
Jack Ellis and team judging a structure in the contest room.



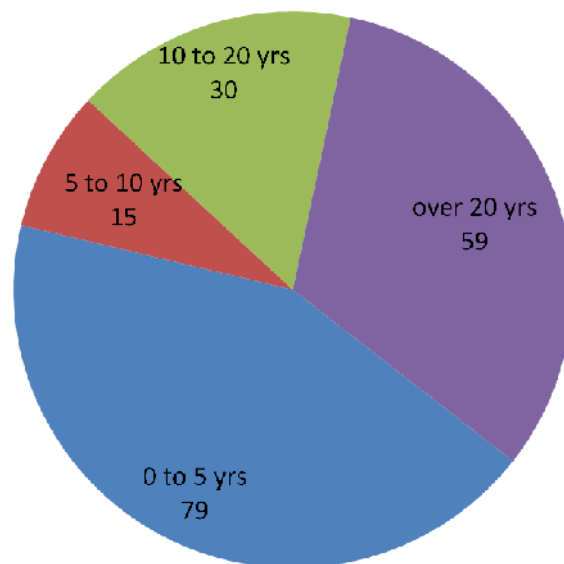
<http://seacoastnmra.org>

Membership Reports by Dave Sias

Membership has risen to 183 members, but total membership continues to fluctuate randomly.

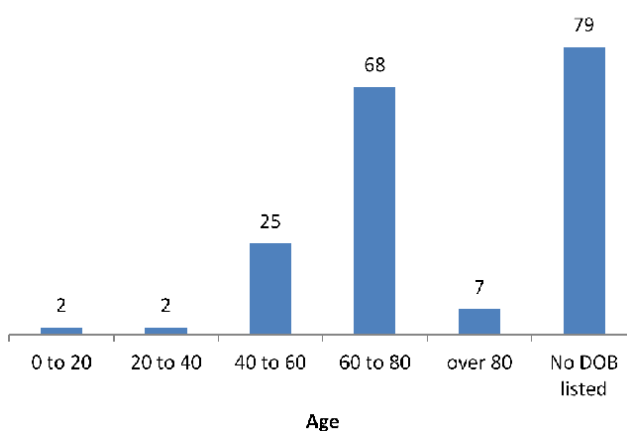


Duration of Membership



Based on the 57% of Division members who have provided NMRA with their dates of birth, 65% of the Division's members are between the ages of 60 and 80. For better analysis, acquiring more dates of birth would help.

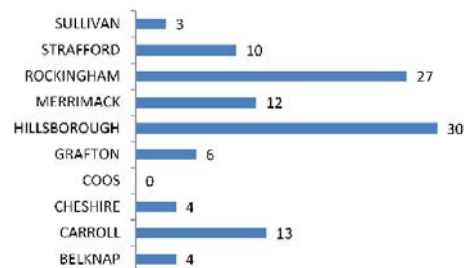
Member Age



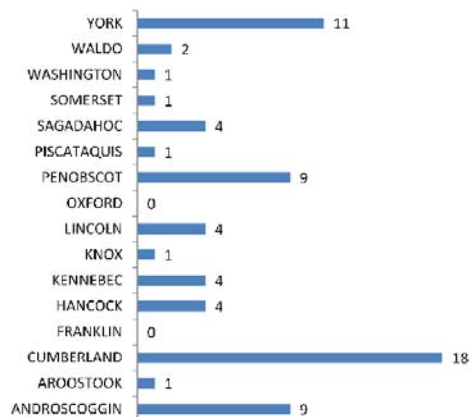
About half of the Division's members have been NMRA members less than 10 years and half over ten years. The largest tranche of members, 43%, have been members less than 5 years. Encouraging these members to remain in the NMRA is highly important.

But reaching out to members is challenging as most counties in New Hampshire and Maine have only a handful of NMRA members, except in their southern counties.

Membership by County - NH



Membership by County - Maine



Info Net News from the NMRA October– December

Message from Frank Koch, NMRA Chief Financial Officer:

NMRA ECONOMICS – PART 1 - A VERY BRIEF INTRODUCTION

This provides a very broad perspective of NMRA economics. Subsequent articles will provide more detail on individual elements and explain how we fund the various parts of our organization. We have committed to place the annual audit results and budgets on the website once it is redesigned. The IT department is busy with other higher priority work and this project is a bit down the list.

The NMRA is not a club but is a non-profit corporation, must conduct its business in strict accord with laws and regulations, and must have an annual outside professional audit (We pass with no major issues.). Like many corporations, we have multiple “business” units (four) and each plays a role in our overall financial strategy. Each of the four units serves a specific purpose and we manage them accordingly. The four units are Operations, NMRA Magazine, Non-Dues Programs, and Howell Day Museum (HDM). The first three are interdependent while HDM is treated as an independent financial unit, but still a part of the NMRA. The overall strategy is that the first three units balance each other every year. We do plan for a small surplus in each annual budget to cover unexpected opportunities or expenses during the year.

Within each unit, there are income and expense streams that are budgeted, tracked, and monitored. The challenge is to balance the first three against today’s mix of member services, while finding ways to increase net revenue so that improvements and/or new services and benefits can be provided. We can also choose to redistribute our resources to change the mix of member benefits. As an example, in 2013 the BOD chose to increase the budgets for IT and Marketing so that we could increase our reach and communication to members and non-members over the next few years. The website is being redesigned and responsibility for some content is moving to the Department Heads. The increased Marketing effort includes membership applications in all mail orders from several major suppliers, distribution of materials at railroad museums, and a trial of the Build A Memory initiative.

The total annual NMRA budget varies, but about \$2.3 million in 2013. This may seem like a lot but remember that it includes the annual convention, the National Train Show, and a major fund raising effort by HDM in 2013. Each area has its own budget which is reviewed by a Department Manager, the Finance Committee, and then approved by the Board of Directors on an annual basis. Each fiscal year starts with a zero budget and we build it based on the funds needed to deliver the agreed and planned programs. The chart below shows how the

2013 budget was distributed between the four units.

<u>BUDGET (\$ Thousands)</u>	<u>NMRA 2013</u>	
	<u>Income</u>	<u>Expense</u>
Operations	668	720
Magazine	352	441
Non-Dues Activities	871	673
Howell Day Museum	<u>458</u>	<u>456</u>
Total	2,349	2,290

This has been a very brief introduction. Over the next year, I’ll expand on each of the four areas and provide an introduction to the various types of assets and liabilities that make up the NMRA. If you have any questions or thoughts, my contact information is in the Magazine and on the website.

Frank J. Koch, NMRA CFO

Message from Dave Thornton, NMRA VP of Administration:

The NMRA in Europe

There is ground breaking news about the NMRA coming from continental Europe. An effort is underway by a number of continental European NMRA members to establish a new NMRA region in continental Europe. This would be a separate region from the long established British Region. We have had a number of NMRA members in Austria, Belgium, Denmark, Finland, France, Germany, Italy, Sweden, Luxembourg, the Netherlands, Norway, Russia, Spain, Sweden, Switzerland, and Sweden for a long time. There were a total of 101 as of June 30, 2013. I have had the opportunity to meet a number of them at several different NMRA national conventions over the last several years.

Largely due to the efforts of former Atlantic District Director Nobby Clarke, from the British Region, a core group of continental European model railroaders has been formed and they are in the process of petitioning the NMRA Board of Directors to form a European Region of the NMRA. This would form the 18th region in the NMRA and the third overseas region.

The NMRA has had a long standing relationship with MOROP, the European equivalent of the NMRA. Standards and technical information have been shared. You might not know, but DCC that we know today, originated in Europe by Lenz, and it was shared with the NMRA. Over the last dozen years or so, a number of NMRA officers have traveled to Germany to attend the Nuremburg Toy Show and represent the NMRA. Model railroading is a very popular hobby in Europe, maybe even more so than it is in North America. Many of the major world wide model railroad equipment and supply manu-

facturers are located in Europe.

Model railroading knows no borders. The trains in each country may differ, but the enthusiasm for railroads and model railroading is the same everywhere. It may be surprising to many North American members, but US railroads are modeled by many outside of North America. Conversely, we have a number of NMRA members in North America that model overseas prototypes. The NMRA has a significant percentage of its current membership outside of the United States. As of June 30, 2013, there were 19,118 NMRA members living in 36 countries. 16,561, or 86.6%, are from the US. 1142 from Canada, 637 from Australia, 26 from New Zealand, 564 from England, 24 from Scotland, 14 from Wales, 6 from Northern Ireland, and 23 from Japan.

Message from Kathy Millatt, NMRA Atlantic District Director:

How to sell the NMRA?

As a new Director, I attended the Train Show in Atlanta and was really impressed with the HQ team and their sales technique. As someone who has stood at NMRA stands at large events in the UK wondering what to say that will encourage people to join, it gave me some great ideas.

The team start by asking passers by "are you a model railroader?" Given that they are at a train show, the normal response is "yes". The team's next question is "are you a member of the NMRA?" If the answer is "no" then the team tell them about the rail pass and its benefits. The pass is for six months' NMRA membership and only costs \$9.95. The team have a pile of nickels lined up ready to give as change although potential members can also pay by card. At the Train Show, the team were also able to give out a few goodies such as pens, mugs, Convention bags and badges to encourage signing up.

The conversion rate from rail pass to full membership is 78%. This is a hugely successful route to new members having started people on a membership for six months.

Of course, having started a new member on a six month package, it may be worth recapping what we have to offer as it is easy to overlook the benefits that we do have. I personally have found the strongest benefit is the local Divisions. At our local UK show, I added a map of the UK showing where all the Divisions are based and it drew a lot of attention. Unfortunately, there were a few comments of "no one in my area" but on the whole it shows just how many groups we do have actively modeling.

The National Convention is just one in a busy calendar of events. Divisions and regions run their own meets and conventions which also draw in the public and potential new members. Other benefits are the magazine, calendar, website and recorded clinics. On a more practical front, the NMRA runs Modeling with the Masters at conventions and meets. The Achievement Program can add challenge and structure to a member's modeling. There are so many more that I haven't

mentioned such as insurance, books, standards or library.

For those wondering, why bother with new members, my answer is simple. We are all getting older and I want to pass this amazing hobby down to new generations for them to enjoy as much as I have.

"Ops" 'til You Drop Weekend

**The Central New York Division of the NMRA
Saturday and Sunday, April 5 & 6, 2014
Three Sessions Totaling 10.5 Hours
On Six Top Layouts
Utica/Syracuse NY Area**

**FMI, Contact Bill Brown, MMR
LARCProducts@yahoo.com
To select 3 layouts to operate on**

**By March 19, send \$10 check payable to
CNY Division, NMRA
Bill Brown
6002 Singletree Lane
Jamesville, NY 13078**

NER News

During the Annual Meeting of the NER Members in Laconia, NH, on October 20, 2013, NER President Youst created an ad hoc committee comprised of all NER 11 active division superintendents/presidents. This committee will select one of its members to serve as committee chair and he or she will communicate directly with the NER Board of Directors and attend all NER Board meetings. "This change will give the divisions a direct link to, and voice on, the Board." President Youst indicated that an amendment to the bylaws will follow, making the committee of division leaders a permanent one with its chair being a voting member of the Board of Directors.

Agenda for Annual Meeting

Seacoast Division NMRA Annual Meeting of Members

Saturday, January 11, 2014

First Congregational Church, UCC
301 Cottage Road, S. Portland, Maine

Meeting begins following presentation of clinics,
approximately 1:00 p.m.

1. Welcome/quorum?
2. Minutes of January 12, 2013 Annual Meeting by
Chip Faulter

3. Treasurer's Report by Tom Coulombe
4. Membership Report by Dave Sias
5. President's Report by Peter McKenney
6. Nominating committee report on candidates for
director by Chip Faulter
 - a. Any further nominations?
 - b. Election of three directors
7. Members' input and open discussion
8. Other
9. Adjournment of Members' Annual Meeting



Treasurer's Report by Tom Coulombe

Seacoast Division, NMRA

Financial Report for the Four Quarters of 2013



Not reflected in the Treasurer's Report is an expected revenue item of approximately \$2,800 that should be received early in 2014 as the Division's half-share of the net profits

Revenue	2013 Totals
Interest income	2
NER distribution	274
Net proceeds from Derry Fun Night	147
Donations for refreshments at quarterly meetings	232
Less actual cost of refreshments	(175)
Net donations	57
NER Convention raffle proceeds	1,755
Less raffle expenditures	(38)
Net raffle profits	1,717
Proceeds from sale of patches	20
Charitable donation	20
Subscription revenue for Switch Tower	70
Less costs of providing subscriptions	-
Net subscription profits/(costs)	70
Total revenue	2,306
Expenditures	
Annual filing fee, Secretary of State	35
Rental fee	40
Promotional materials	-
Charitable donations	50
Website annual fee	14
Postage	10
Total expenditures	149
Net change in fund balance	2,157
Beginning fund balance	1,810
Ending fund balance	3,967



Candidates for Board of Directors by Chip Faulter, Nominating Committee Chair

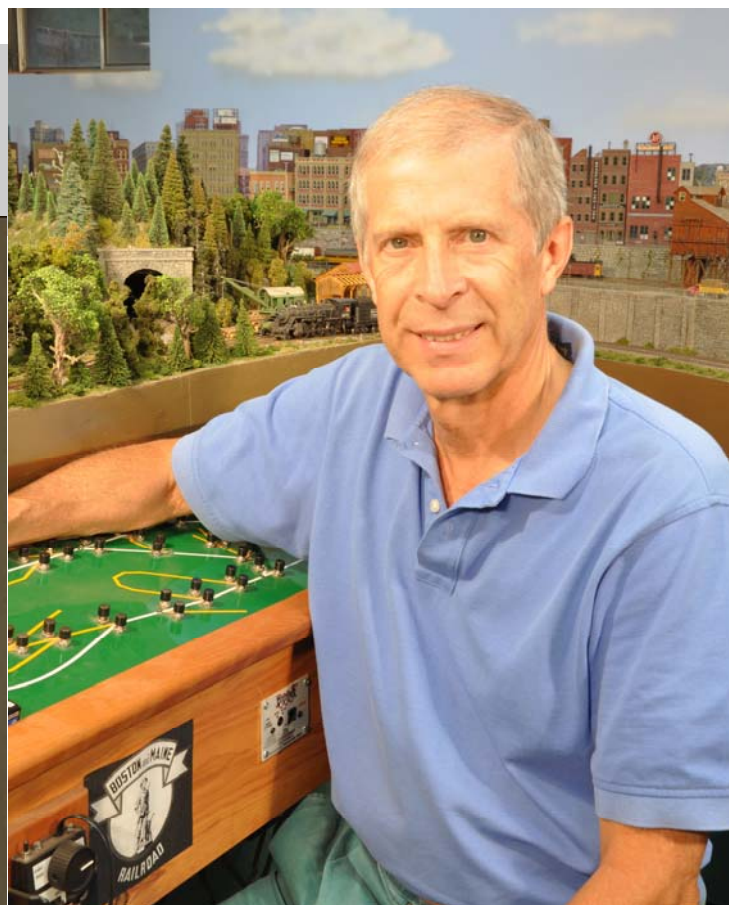


Paul Lessard

My name is Paul Lessard. I am 66 years old and a retired mechanical inspector. This year marks my 50th anniversary in the hobby and 41st anniversary as a member of the NMRA. I have a small basement layout which is HO scale. My service record includes many years on the Seacoast Division BOD as well as 4 years as Vice-President. It is my wish to continue as director and to advise and support our President to the best of my ability. Thank you.

Tom Oxnard

I am a retired physician who now has more time for hobbies. I grew up seeing my father model in S gauge around the basement walls, and moved on to an HO layout with my brother. After a hiatus of a few decades I started an HO layout for my kids, which has grown to fill the basement as my children have moved away. I started as a lone wolf with help



from hobby stores, books, and magazine articles. I started my last layout in 1996 as I learned about DCC, of which I am forever grateful.

I have enjoyed growing and perfecting my talents as I have expanded the layout and reworked many areas. I joined the NMRA in 1998 at the suggestion of a friend who was a member and had recently been to a convention, and learned that there are many other great railroad enthusiasts out there. Bruce Robinson got me on the Tour de Chooch, and got me started operating on his layout. I then joined the Seacoast Division and have enjoyed the exchange of ideas first hand on a regular basis. The Seacoast Division is the closest thing to a model railroad club I have. With that stimulation, I have succeeded in finishing three AP Certificates on my way to experiencing the MMR program. These are Author, Scenery, and Structure. Being in the Division, and the Region, and attending the regional conventions have been important reasons in motivating me.

I have enjoyed bringing my projects and giving talks to the quarterly meetings, and I hope I can continue to bring my enthusiasm for the hobby to the Board. I would like to see the Division grow

with new modelers, and continue to encourage participation with operating sessions, convention attendance, and talks that help modelers improve their skills. I would like to see more members learn how to start the AP Program, and successfully complete a certificate.



Erich Whitney

For me, model railroading is the perfect marriage of artistic and technical hobbies. That combined with a deep history that is slowly fading brings a sense of urgency to preserving this hobby for the future. I believe that participating in this hobby means doing something to help others realize their dreams while pursuing our own. I also believe the Seacoast Division NMRA is poised to make some important changes for the future. In my first term on the board, I started the monthly Derry Model Railroading Night, presented several clinics, helped with train shows, worked with our neighboring HUB Division, and volunteered to chair the Tracks to Lakeport 2013 convention. In my opinion, priorities for the Seacoast Division include an outreach to area train clubs, expand the clinic program to more members, develop the Seacoast Division Modular Group, and participate in more events with our neighboring divisions.



Seacoast Division Winter Meeting

Saturday, January 11, 2014

10:00am-2:00pm

The First Congregational Church, UCC

301 Cottage Road

South Portland, Maine

The meeting will be in the first floor meeting room with entrance from the rear parking lot.

All NMRA members, their guests, and people interested in becoming NMRA members are invited to the winter meeting of the Seacoast Division NMRA in South Portland, Maine. **There will be a drawing for door prizes, too!**

Clinics and Presentations:

***Dwight Smith, MMR, Where in the Heck Are Those Freight Cars Going?** This Power Point presentation will feature 1950's era freights cars commonly seen at a variety of loading and unloading facilities. Learn from a professional railroad expert how to give your freight cars purpose on your layout*

***Larry Cannon, MMR, Paper Mill Traffic Patterns.** Larry has studied for decades the types of rolling stock used to service New England paper mills. Learn what rolling stock you may use on a layout to create a credible paper mill traffic pattern.*

Peter McKenney, Tips on Giving Clinics.

Mike Grahame, Loading and Unloading Military Trains

There is always the "bring it and show it" time, too. Members are encouraged to bring something they are working on or have built and share it with the rest of us. Ask your questions, too! Between activities, meet and talk with other attendees to gain new ideas and resources.

Coffee and light nourishment will be provided on-site for a donation to offset costs. Bring your own snacks if you would like.

The **Annual Meeting** of members will follow the clinics and is open to all NMRA members. At this meeting, the annual election of Directors will take place. Following the Annual Meeting, there will be a **Board of Directors** meeting to elect the President and Vice President.

<http://seacoastnmra.org>

Special Board of Directors Meeting November 3 by Chip Faulter, Secretary

Given all of the time and effort that went into planning and executing the very successful Tracks to Lakeport 2013 NER Convention, Seacoast Division NMRA President Peter McKenney thought it was time to get back to managing the Division business. Normal BOD meetings are held following the Members' meeting at each of the quarterly meetings. However, President McKenney wanted to get a jump on some of the topics needing work given the limited time available at the normal meetings. The focus of the meeting was to establish a mission statement and strategic vision for the Seacoast Division for 2014 and beyond, along with supporting values, goals and actions on how to work towards these objectives. The reason for defining these objectives is to provide directional guidance and focus to the BOD with the intent of providing better service to the Seacoast Division membership.



The BOD adopted the following mission statement:

“Seacoast Division’s NMRA membership promotes model railroading, throughout Maine and New Hampshire, through education, promotion of model railroading activities, serving as local resources for individual model railroaders, and supporting local model railroad groups.”

The BOD also adopted the following strategic vision:

“By 2017, model railroaders in Maine and New Hampshire will recognize Seacoast Division NMRA as a leader of model railroading activities in their two states. More specifically, they will look to the Seacoast Division NMRA, a membership organization, as a primary resource for identifying current and upcoming model railroading activities, education opportunities, and other resources in and near the two states. Seacoast Division NMRA sponsored events will be planned well in advance and promoted adequately. Those who participate in Seacoast Division NMRA activities will find them to be as-advertised and meet or exceed their expectations. The Division will have effective communications with its members and active relationships with other model railroading enthusiasts and players such as informal model railroad groups as well as formal clubs, model railroad special interest groups, vendors, manufacturers, and railroad museums and promoters. The Division will reach out to its members as well as parties related to its members in various ways to seek ideas for programs to help them enjoy the hobby of model railroading. When appropriate and practical, the Division will work with other groups to jointly offer activities and programs. The Division will monitor the needs and preferences of its members and be responsive to those members who make their needs known to it, to the extent practical for an organization that depends on volunteers to perform its functions. The Division will develop a pool of capable volunteers to fairly share the Division’s various positions and responsibilities.”

Work on the supporting values, goals and action plan is ongoing. *The complete minutes of the November 3 BOD meeting have been posted on the Seacoast Division NMRA website.* Members with any thoughts or comment on these objectives, or members with a desire to volunteer to assist in achieving any of these objectives are encouraged to contact President McKenney or any of the other Seacoast Division NMRA Directors.

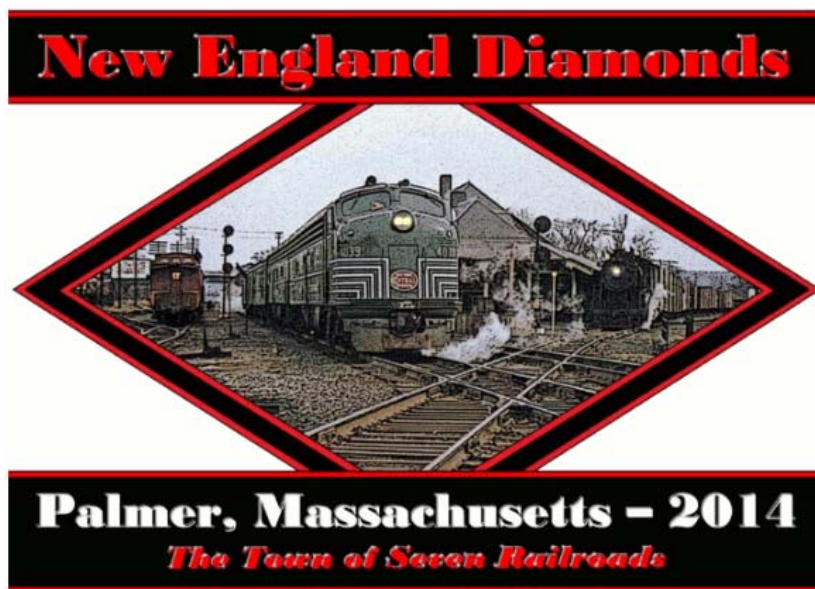
New Members

Robert John, Round Pond, ME
 Edmund Schultz, Bath, ME
 Concord (NH) Model Railroad Club
 Bill Trueheart, Bedford, NH
 Anne and Bruce Bellis, E. Rochester, NH
 Linford Stiles, New London, NH
 Glen Owens, Jr., Londonderry, NH
 Jon Dandridge, Lewiston, ME
 Peter Hess, Concord, NH
 Wendell Camp, Farmington, NH
 Charles Cole, Hillsborough, NH
 Ben Hickey, Waterville, ME
 George Melvin, Readfield, ME
 Isaac Stephenson, Lubec, ME
 Bob Verdonck, Moultonborough, NH

Always check the Division's Calendar on its website for more events and more details.

Timetable

Jan. 10, 2014	Derry Fun Night	Marion Gerrish Community Center, Derry, NH
Jan. 11	Seacoast Division NMRA Quarterly Meeting	1st Cong. Church, 301 Cottage Rd, S. Portland, ME
Jan. 13	Joint meeting of Seacoast Division and Eastern Maine Model RR Club	405 Back Ridge Road, Orland, ME
Jan. 25-26	Amherst RS R. Hobby Show	W. Springfield, MA
Feb. 14	Derry Fun Night	Derry, NH
Feb. 15	Whitefield Lions Club Model RR & Doll House Show	NG Armory, Western Ave, Augusta, ME
Mar. 14	Derry Fun Night	Derry, NH
Mar. 22-23	Midcoast Model Festival	Owls Head T. Museum, Owls Head, ME
Apr. 11	Derry Fun Night	Derry, NH
Apr. 12	Seacoast Division NMRA Quarterly Meeting	Union, NH
Apr. 12	Maine Eastern Railroad Touch-A-Train	Rockland, ME
Apr. 12	Maine Rail Fair	Owls Head, ME
Apr. 13	CVMRRC Model RR Show	Kearsarge RM School, N. Sutton, NH
Apr. 26	Ammonoosuc VRA Train Show	Haverhill Middle School, N. Haverhill, NH
Apr. 26	GFMRRRC Train Show	Mt. Ararat HS, Topsham, ME
Apr. 27	Hooksett Lions Club Model Railroad Show	Hooksett, NH





Officers, Directors and Other Contacts

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The Switch Tower is the quarterly publication of the Seacoast Division NMRA. Past issues can be down loaded from <http://seacoastnmra.org>. Contributions of articles and other content are welcome and encouraged. Email them to editor@seacoastnmra.org.



Seacoast Division NMRA
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