



The Switch Tower

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Putting Discarded Model Railroad Equipment to Work on a Modern Pike

By Ron Palmquist

"Old soldiers never die, they just fade away." That's how Gen. Douglas MacArthur described his future to the U.S. Congress when Pres. Harry Truman removed him from command during the Korean police action over a half-century ago. I suppose that's how old railroad equipment might feel after its money-making days are over and each is relegated to the scrap heap or some non-revenue function by railroad management. However, if we look around us, we see examples of railroad equipment that survives and evolves into a retirement use that could easily be replicated on a model railroad.

platform HO old-time combination baggage-coach. One end has been carved out of its place, replaced with a piece of solid clear styrene with room for a windowed door casting from Northeastern Scale Lumber Co. of Methuen, Mass. I painted the body with a wash of India ink and rubbing alcohol that, when dry, provided a perfect weathering that added about 20 years to the age of the car body that I found in my spare parts drawer. Some computer-generated signs help to identify the car's current use.

Another project is almost finished; the



For example: On the Chicago Creek Branch of my Evergreen Central Railroad, a yard office has been cobbled out of an out-of-date plastic open-

addition of a sheet of styrene to the inside door opening of a green Maine Central HO boxcar that will be the new home of one of the other windowed

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The President's Lantern by Peter McKenney

Summertime in New England offers many fun outside activities to pursue and leaves some model railroaders less time for activities in the "World's Greatest Hobby." But summertime also offers many super special activities for us "ferroequinologists." Look at the fun events looming before us:

- July 13-19 NMRA National Convention in Cleveland
- August 2 Seacoast Division NMRA's Summer Meeting in Auburn, ME
- September 11-14 Northeastern Region (NER) Convention, "New England Diamonds" in Palmer, MA

I have registered for the convention in Cleveland and soon will be going over the registration process for the NER convention. The NER registration form has been published on the convention website, <http://www.nediamonds2014.org/>, for some time. The **deadline for the discounted registration fee is August 20.**

And nearest to where you live, the August 2 quarterly meeting of the members of the Seacoast Division NMRA in Auburn looks like a great program, too. Plan on coming and feel free to bring a friend with you who may benefit from participation in NMRA activities. I hope to see many of you at these fun-filled activities.

As anticipated, the Spring Meeting in Union, NH, was very, very interesting and rewarding. You can read the summary of events on the following pages of this issue. Also, the Fun Ops in Meredith on May 10 was, as advertised, "**fun**." The Board's goal is to foster more of these operating sessions across the territory of the Division. If any of you have ideas on where to organize them, please let one of the Directors know.

Several individuals have stepped up and offered articles for

publication in the Switch Tower. We welcome more article submissions as well as clinic topics for presentation at future meetings. I am pleased to see the growing number of articles in the Switch Tower that will help readers enjoy the hobby more. This issue contains an article on a topic we rarely hear about in the Division and it needs careful attention: layout design.

I am also proud of the rapidly growing interest in the NMRA Achievement Program in Seacoast Division NMRA. Consider recent past history. Bill Brown, MMR, NER AP Chair, wrote in the April-June, 2013 issue of The Coupler (Vol. 249, p. 15), that in "the prior 13 months" only 34 AP certificates had been earned in the NER. His graph reflected that NONE of the certificates had been earned in the Seacoast Division NMRA.

Further, only four Golden Spike Awards had been earned in the whole NER, and NONE of those were earned in this Division, either. Now compare that to more recent history: In the twelve months after Bill Brown's report of no awards in the Division, ten (10) AP Certificates and two (2) Golden Spike Awards were earned in the Seacoast Division



Larry Cannon, MMR, Division AP Co-coordinator, handed out AP certificates at the Spring Meeting to (l to r) Rich Bretton, Peter McKenney, Paul Lessard, and Tom Oxnard.

NMRA!! You'll see more AP and Golden Spike success stories in this and following issues of The Switch Tower. I hope you get involved in this worthwhile program, too!

Share the Fun of Model Railroading!!!

Discarded Model Railroad Equipment Put to Work

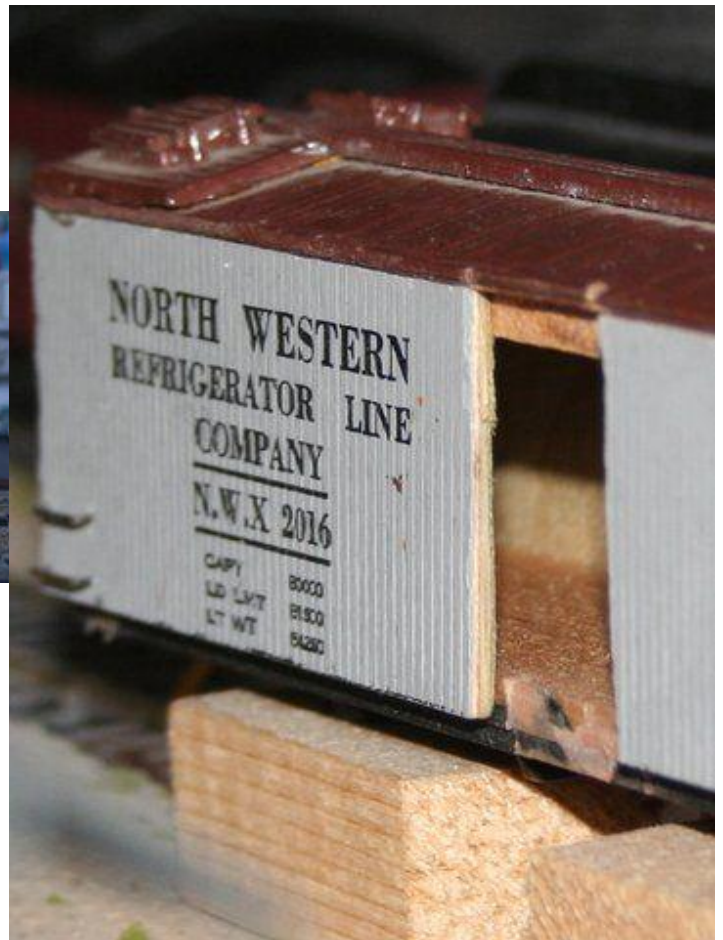
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doors from that Northeastern envelope of four castings. I painted the styrene yellow and will cut an opening to fit the door frame. I glued the box car door open so that the finished project replicates the prototype of a storage car I saw some five years ago on the Essex Railroad in Con-



necticut.

Finally, I have an old NWX – North Western Refrigerator Line - car kit that was one of my first building projects while I was in high school in Denver, Colorado. I had the reefer, a boxcar and a caboose – all wood and metal kits from a model-maker no longer in business – that were undecorated models that I painted and lettered for my “home” road, the Chicago & North Western Railroad. The cars have been operating ever since and even had Kadee auto couplers installed to permit operations with newer locos and rolling stock. I used a small model-maker’s saw to remove one of the doors that will be cut in half, rebuilt with the proper parts and glued in the open position to be a model of a reefer in use as a produce stand building. There was one of those rebuilds open for business across the street from my boyhood



home in Evanston, Illinois.

Then there is the railroad flat car that has a center section that is always depressed. Ever wonder why it’s so depressed? It’s probably because it’s not in use as much as it once was carrying loads that were too high, wide or heavy for a regular flat car. oo000o

Golden Spike Award by Tom Oxnard

For those of you who have been in the hobby of model railroading for a while, whether a few years or a few decades, you probably already have a layout complete with track, turnouts, engines and cars. Hopefully those trains are running well, and even traveling through some interesting scenery.

So what is next on your layout as you turn it into a working railroad? There may be more track to lay. There may be more

scenes of towns and country with bridges, ravines and mountains.

As you set your sights on bigger and better things, consider looking at the NMRA Achievement Program to guide you on your travels. It becomes an interesting way for you to keep track of your records, your progress and your accomplishments.

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Golden Spike Award by Tom Oxnard

(Continued from page 3)

The Achievement Program may start with the Golden Spike Award. For many people, you may have already met most of the requirements needed to achieve this award. It is an easy introduction to this enjoyable program.

Go to the NMRA website and click on the Achievement Program to bring up the list of 6 requirements in 3 categories. First you need to display 6 units of rolling stock. They need to show some effort to improve or modify their look straight out of the box by

Fourthly, you need 3 types of trackage as in turnouts and crossings and grade elevation. These have to be installed on proper roadbed that is raised and ballasted and shows good drainage. The trackage can all be commercial (you don't have to hand-lay anything) and the "types of trackage" do not have to be different. For example, simply having three turnouts would qualify.

Next all the trackage must be properly wired so that 2 trains can be operated simultaneously. This means blocks or DCC, but also double track main or single track main with sidings where you can cut power.



Lastly you need one additional electrical feature such as a powered turnout, signaling, turnout indication, or lighted buildings. Yes the powered turnout is just a switch machine that runs off the Accessory terminal of the power pack.

Yes, it is that simple. All the requirements don't need to be on the same layout or in the same scale. Each of these parts

Tom Oxnard, Division AP Co-coordinator, signs off on Bill Gaver's (center) Golden Spike Award Application at Bill's wonderful home layout following the Spring Meeting. Peter McKenney congratulated Bill for meeting the requirements of this Achievement Program introductory award. Note that the application is only one side of a page in length, requiring only entry of individual identification elements and six (6) checkmarks and the signature of one "witness" who has been pre-qualified by the AP Co-coordinators. No other documentation is required!

painting, decaling, detailing, or weathering.

Secondly, you must construct 8 square feet of layout. You most likely already have this part completed, but you can also build a modular unit as you get into Free-mo.

Thirdly, construct 5 structures. These may be commercial kits but they need to be improved with painting, detailing, and weathering. Or craftsman kits. Bridges and trestles are also structures that count.

don't have to be "judged", but an AP judge does need to come see your layout and make sure that all of the categories are complete and sign your Golden Spike Award Application Form, which then gets submitted to the Northeastern Region's AP Chair, Bill Brown, MMR. It is a fun process that can launch you on to more detailing and weathering, and even scratch building, and there are members of Seacoast Division NMRA who can assist you in this process. Many of you have already done the work, and the Seacoast Division NMRA would like to see you get an Award.

Funs OPS in Meredith a Great Success by Peter McKenney

Thanks to the organizing efforts of layout owners Dave Sias and Bruce Reynolds, seventeen model railroaders made plans to have fun operating two great layouts in Meredith, NH, on Saturday, May 10. "Fun Operations Day" began at 9:30 a.m. with part of the group operating trains on Dave's "Boston and Maine White Mountain Route" and the others operating on Bruce's "B&M Zealand Valley Division." At 12:30, we took a



Brennen Vanderlaan (l) and John Tyndal making up a train in Woodsville yard on Dave Sias' layout on May 10. It is fun to pair up with another operator to share the duties and experiences.

lunch break and then we swapped layouts and resumed operations at 1:30. Operations were completed by approximately 4:30. There were lots of smiles on the faces of the operators throughout the day, although everyone took their respective assignments seriously.

These two layouts have a lot of similarities. Not only are they both based on the B&M Railroad, they model parts of the same line in New Hampshire, particularly between Lakeport and Plymouth. Bruce models roughly the 1938/1940 era and has all steam power on his layout. Dave's era is early 1950s and therefore he runs both steam and diesel power. Both layouts have DCC and sound decoders, and they use car cards and waybill systems. The layouts have full scenery and are populated with great structures and details. Participants saw some great modeling ideas for use in their own projects.

Several of the participants had not operated on either of these layouts previously. It always takes extra effort to learn how to operate for the first time on a layout. Layout owners take time at the beginning of each session to give an orientation of the layout so that everyone learns about the territory that is modeled. They also learn how the trains are organized and dispatched

and how to use the throttles. When operators are given an assignment, the host takes time to explain the objectives, such as the route of a train, or how to make up a train in a rail yard. Whenever a question arises, the owner/host or a "pilot," a person already familiar with the operation of the layout, addresses the issue.

This happened to be the second time that I had operated on these two layouts. Compared to the first time I operated on them, it took me much less time to become re-oriented. Consequently, Dave soon had me operating the *Lakeport Switcher*, which switches the Lakeport yard plus handles the "Ashland Turn," a small freight train to Ashland to drop off and switch some cars, pick up some other cars, and return to Lakeport. I had to clear the main line for a couple of through trains, but otherwise I was able to cross over to switch cars on both sides of the main line. Dave has block signals at key locations to give you a warning if a train is approaching. This exercise is like a three dimensional chess game, but gives you a closer appreciation for the good quality of the track work, the reliability of the electrical system and the locomotives, and the beauty of the structures and details on the layout.

At Bruce's layout in the afternoon, he assigned me to switch the Lakeport yard, the same assignment that I previously had a few years ago. I estimate that it took me 50% less time to do the same work as I did the last time. All of us have to recognize that there is a learning curve to operations. Just jump in and get started. In time, everyone who participates gains in efficiency and satisfaction of a job well done.

All of the participants gained experience and friends at Fun Ops in Meredith. Consider participating whenever another operations session opens up. You'll have fun, too.



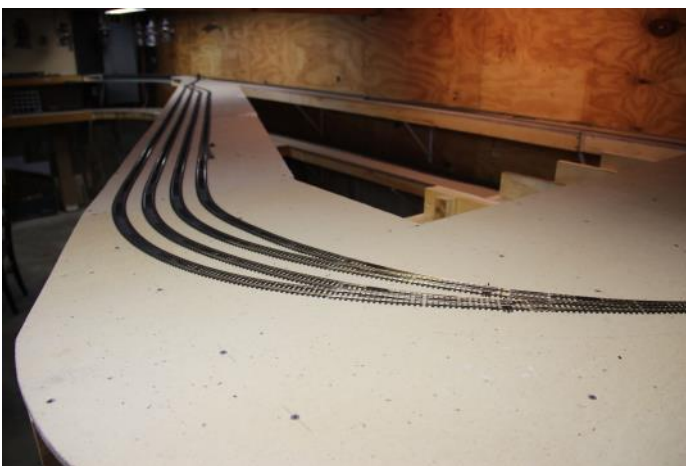
Bob Bennett switches cars in Ashland on Bruce Reynolds' layout. In the morning session, Bob assisted a yardmaster on Dave's layout.

Layout Design: Starting with the Basics by Larry Cannon, MMR

What do you plan to model sounds like a question to answer early in the process of designing a layout. This is not just a question for people who have never built a layout before. Obviously, you want to model something that interests you and you will enjoy. Space is always a consideration, but also consider any logical possibilities of your modeling space either growing or shrinking. Your economic situation may play a role in what you are able to model. You might be in the position to build your dream layout or, if you are, say, a college student, it may be a small space to test the pieces of what you hope to build in the future.



Larry already had a basic theme for his home layout when he embarked on a major expansion of it this past year. He first developed a general track flow pattern for the expansion, and then he experimented with track placement to serve the intended new industries.



You may want a specific prototype railroad or a freelance road of your own. In either case, you need to decide on an era, a geographic area the right size for your design, and research the

geography and the economic factors that would impact your model of part of the “real” world. A railroad needs links to the rest of the world to survive economically. Few people who model larger railroads have the space to model more than some of those links. Smaller railroads may only have one link to the world. No matter how few or how many of these links you have, they should not overpower the railroad. Sometimes there is room for these links to have operating trains of other railroads and sometimes just an interchange track to set out and pick up cars will serve the purpose.

You also need to assess your modeling needs and interests. Some people are builders or modelers, some have a focus on operations, some want large railroad main lines and some people are happiest with a one or two locomotive short line. The best way to test your interest is visiting and experiencing other peo-



ple's model railroads. Magazines and videos offer a sometimes biased perspective. Actual observation lets you see it through your own eyes.

Research is a key factor in making a modeling decision that is likely to hold your interest. It helps to read about not only the railroad you think you want to model, but also similar railroads. For instance logging railroads. They all had different life spans, most all had a either a variety or unique equipment and that could vary significantly within a relatively small area. The White Mountains of New Hampshire are a good example.

Layout selection and design warrant the time and research that will help make you satisfied with your decision. You need to take the time to define your interest and test that interest, if possible, by visiting modelers who have railroads that are similar to what you feel you want. Not only will you prove or disprove your interest, if it is correct, you probably will have established a few mentors to help you along the path to building a model railroad you will enjoy.

The 470 Birthday by Ron Palmquist

Maine Central Railroad steam locomotive number 470 quietly passed its 90th birthday on June 5th in a commemorative park close to the friendly confines of the MEC freight yard in Waterville, Maine. The 4-6-2 Pacific – some called her a light Pacific – was built by the American Locomotive Co. in Schenectady, N.Y., and was delivered to the railroad on June 5, 1924. A fortnight later, on June 18, the 470 was placed in service hauling the railroad's premier varnish, relegating the passenger power it replaced to branch line jobs. Companion locomotive 469 was delivered at the same time.

New EMD E-7 diesel locomotives, delivered to the Maine Central in 1946 relegated the twin Pacific steamers to local trains and they were removed from service in 1953 – the 469 on May 20th of that year, and the 470 on October 6th. Wasting no time, the MEC scrapped the 469 on Dec. 3, 1953, but the 470 won a reprieve when selected to power the railroad's last steam passenger excursion on June 13, 1954. A week later, the Maine Central donated the 470 to the City of Waterville, Maine, home of the railroad's celebrated repair shops. Maine Central 470 has spent some sixty years in retirement as a monument to the days of steam in the state of Maine.



The 469 and the 470 weren't the last passenger steam locomotives acquired by the Maine Central. In 1930, Baldwin built two handsome 4-6-4 Hudson-type engines that were numbered 701 and 702. When new, the 469 and the 470 handled Maine Central passenger trains that included the *Bar Harbor Express*, between Portland and Mt. Desert Ferry; the *State Of Maine*; the *Downeaster*; and, the *Rockland Express*. Due to a pooling arrangement with the Boston & Maine Railroad, the engines frequently visited North Station in Boston, as well as Union Stations in Worcester, Mass., and in New Haven, Conn.

There has been discussion down through the years about rebuilding the 470 so that she could again proudly steam on the rails of northern New England. Recently, an all-volunteer organization – New England Steam Corporation – has entered into a conditional purchase agreement for the locomotive to acquire and restore the 470 to operating condition. New England Steam is currently seeking donations for the project. For more information, go to <http://www.newenglandsteam.org>.

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J. EMMONS LANCASTER, JR., 1932-2014

The Seacoast Division NMRA lost a remarkable member and true railroad man on May 25. J. Emmons Lancaster, Jr., first joined the NMRA in January, 1948. His sizable home layout, called the New England Midland, located first in the basement of his Falmouth, ME, home and later on the second floor of his barn at his Gray, ME, residence, was often visited by several regular operators on Sunday nights. Emmons not only liked building and operating a layout, he liked collecting model railroad rolling stock. He rarely saw a freight car kit that he didn't like, whether or not it fit in with the theme of his layout. He also participated in many New England train shows with his small side-business called Pine Tree Hobbies, offering a source of model train materials to other modelers.

Emmons not only modeled trains, he had a lifelong career working for railroads. Even before he had graduated from Clark Preparatory School in Hanover, NH, he worked two years during summer vacation for the Edaville Railroad as a "passenger trainman." During his college years, he worked as a chainman (member of a survey crew) for the New Haven Railroad and Maine Central Railroad. He earned a degree in civil engineering from the University of New Hampshire in 1955 and started full-time work for the Maine Central Railroad, initially on survey projects and soon thereafter as engineer of bridges and buildings. By the end of his 30 years at MEC, he had progressed to the roles of Assistant Engineer of Structures and Assistant Clearance Engineer. After 1984, he performed similar services for, in sequence, the Boston & Maine Railroad, Guilford Transportation Industries, and the St. Lawrence and Atlantic Railroad (Chief Engineer 1989-1992). He also worked as a consulting engineer on civil and structural projects for various railroads until 2010. He belonged to many professional railroad associations and attended many professional education programs for railroad engineers.

His passion for all things railroading filled his non-work time, too. Emmons journeyed all over Maine and New England taking photos of railroad scenes, rolling stock and structures. With many other volunteers, he helped "produce" lengthy excursion trains in Maine and New Hampshire. He and his railroad buddies would also ride or "chase" steam powered excursion trains throughout New England and Canada. During his working years, he would devote some of his vacation time to week-long adventures seeking out short lines and steam locomotives, travel-

ing as far west as Texas and as far north as Labrador. Recently, he donated his railroad images that he had acquired on such excursions and trips, plus his 250-book railroad library, to The 470 Railroad Club's archives so that others may benefit from his collections in the future. He held many offices in this club and he was often referred to as the "Elder Statesman of the Club."

Emmons also volunteered many hours to other organizations that kept alive the history and heritage of railroading. He served as national president of The Railroad Enthusiasts, Inc. He was a consulting engineer for the Maine Narrow Gauge Railroad and Mu-

seum in Portland, ME. He significantly aided the startup of the Conway Scenic Railroad, a tourist and heritage railroad in North Conway, NH, laying out rail yards and buildings. As his dear friend Dwight Smith said, "Conway Scenic Railroad would not be the success that it is today without Emmons' help in the formative years. He was *insurmountable*. When a problem arose for CSRR, Emmons found a solution." CSRR owner Russ Seybold added, "I personally will cherish the times Emmons and I spent together either walking the line or planning the rebuild of a bridge or culvert after some natural disaster had struck. His knowledge was invaluable to our success." CSRR Operations Manager Paul Hallett deeply respected Emmons. "I learned a lot from Emmons while I was volunteering at the Maine Narrow Gauge Railroad in Portland and I can honestly say that I don't think that I would be the Operations Manager at CSRR without Emmons." Emmons' CSRR work also benefitted another preservation group.

Sam Bartlett wrote, "I enjoyed working with Emmons on the CSRR. He taught me a lot about track work that I still use at the Shelburne Falls Trolley Museum."

Emmons had a wonderful impact on all of the organizations that he touched, the NMRA, commercial and heritage railroads, and many other railroad-related organizations, as well as on individuals who shared his love for railroading. Emmons' three children, Walter Lancaster, Nancy Martin, and Barbara Lancaster, have organized a memorial service to be held at the Falmouth, ME, Congregational Church at 10 a.m. on July 11. In lieu of flowers, they suggest consideration of donations to any of the following: Maine Narrow Gauge Railroad and Museum, North Conway Model Railroad Club, or The Seashore Trolley Museum.



Emmons Lancaster at the Maine Narrow Gauge Railroad's ticket office

News of Model Railroad Clubs Serving Maine and New Hampshire Modelers

MaiNe Track

MaiNe Track is an informal N-Scale modular group based in southern Maine that meets every Thursday throughout the year in members' houses. They alternate operating the layout with work sessions on the modules. The group assembles its modules for a minimum of four shows each year: the HUB Division's Spring Training Show in Marlborough, MA, the Amherst Railway Society's Railway Hobby Show in Springfield, MA, and the Great Falls Model Railroad Club's train shows in Auburn and Topsham, ME. In Springfield, MaiNe Track works with Northeast NTRAK's (www.northeastntrak.org) Winterfest, filling a 30 by 80 foot area with connected N-scale modules. MaiNe Track now has ten active members and friends and is open to more individuals or groups from any part of Maine or New Hampshire to join them. If interested in joining, contact Rob Selberg by phone at (207) 272-0390 or by email at rselberg@gmail.com. Rob co-founded MaiNe Track with one other individual in December, 1996. For its first four years, the group used the "Bend Track Concept" of modular design. Modules were two feet wide at their abutting surfaces, but the double track main-line traversed each module twice, the second time going in the opposite direction. MaiNe Track found the 51-inch standard height of this modular design too high for exhibiting at train shows. Children and people in wheel chairs were at a severe disadvantage. So, MaiNe Track shifted design standards to NTRAK which has a standard 40-inch height. It also modified its standard to follow Bernie Kempinski's "oNeTRAK" guideline to allow for adding a loop of single track line to an NTRAK layout. Today, one can find the group's modules with single tracks as well as double tracks, so DC and DCC can operate together, if you choose. MaiNe Track has "sound" finances generated from modest monthly dues, plus earning some money re-selling books and used model railroad equipment from estates. Plans have been developed for two of the modules to be devoted to switching. The members are reaching out to like-minded modelers, including recent communications with Montreal N-Rail and are very willing to help other modular clubs at train shows. For anyone interested in N-scale, MaiNe Track is a solid opportunity to enjoy the hobby.

Great Falls Model Railroad Club

The Club held elections at its May meeting. New President Jay Calnan will serve a term with VP Roger Plummer, Secretary Paul Lodge, and Treasurer Tom Coulombe. The 130-member club continues to reach out to the model railroad community in many ways, with special programs to attract participation by families and children. In May, Hobo Holiday at the Club attracted 200 children and adults. In June, the Club set up its HO modules at the West Paris Old Home Days and provided railroad-based games for children. The Club is forming two youth groups based upon age ranges of 5-9 and 10-18. The Club regularly supports "family friendly train-related activities," including Family Night at Governor's Restaurant in Lewiston on the first Thursday of each month, a five-day ExTRAINaganza in

November, and Train Fest during the Lewiston-Auburn Balloon Festival in August.

Another public service provided by the Club is informing the public about railroad safety. It is a theme within some of the games that are played and several of the Club's members are authorized volunteers for Operation Lifesaver.

The Club offers many opportunities for model railroaders to develop and apply their skills. Members work in the clubhouse on the construction of four layouts of different scales: HO, G, N, and Z. To support construction efforts, the Club maintains a good-sized and well-organized inventory of model railroad materials, and has a good amount of work space for members to use. The HO layout fills most of the basement of the building and there are regularly scheduled operating sessions on it. A Modeling Group Forum meets monthly to share modeling ideas on topics of interest to the members who participate. The Club offers six-week model railroad classes twice a year, starting in February and in September. There is a very well-stocked library for members of the club and the community to use to conduct research for their modeling projects and other railroad interests.

To afford the construction of the layouts and the Club in general, the members work constantly on fundraising in order to keep annual dues at an affordable rate of \$30. The Club sponsors two train shows each year (Auburn and Topsham, ME), rents the building for special events like birthday parties for children, hosts other activities at the clubhouse that generate admission revenue, sells donated or purchased model railroad items, generates some commercial supporters and even has an ongoing returnable bottle/can drive.

The Club always welcomes visitors. If you have not seen the clubhouse recently, drop by. You'll be happy that you visited.

North Conway Model Railroad Club

The Club held its annual pizza party on May 17. The Club's purpose is to promote the hobby of model railroading. It accomplishes this by regularly displaying its interesting and attractive HO scale layout located in an air-conditioned room inside the Conway Scenic Railroad's freight house in North Conway, NH. The layout is open for public viewing three days a week during the busy summer and fall tourist seasons, carefully coordinated with the schedule of the Conway Scenic Railroad. There is no admission fee to the layout. Each year, thousands of visitors come from all over the world to see the layout and make discretionary donations. The "hosting season" this year began on May 31. To get ready,

(Continued on page 10)

Club News (Continued)

(Continued from page 9)

there was a cleanup effort, plus some projects to finish. To appeal to visitors, the layout is DC controlled and designed for constant running of multiple trains. The Club's volunteer hosts enjoy talking and promoting the hobby to the visitors to the layout. President Bob Meckley has put out a call to Club members asking for more volunteers to host. Membership in the Club costs only \$10 per year and the Club publishes a wonderful newsletter, The Notch Eight. Consider joining and offering to host. Contact Bob at bob.meckley@gmail.com or by phone, 603-383-4657.

Meredith, NH, Area and Weekend Operating Groups Dave Sias reports that operating activities have ceased for the summer season, but he and others look forward to resuming operating sessions in September. The past operating season was very satisfying. A total of 40 op sessions were held on his layout alone, about 25 of those were Lakes Region area people, but the other 15 or so consisted of model railroaders and ops groups from southern New Hampshire, Maine and Massachusetts, and 4 were populated by attendees of the 2013 NER Convention, Tracks to Lakeport. Plus, there were operating sessions on other layouts. If anyone is interested in operating next fall, contact Dave at 603-303-5365.

Eastern Maine Model Railroad Club

Membership in the Club is stable and weekly

meetings continue through the summer months. Attendees work on adding scenery and structures, and operating locomotives and rolling stock. Recent improvements include addition of a gravel pit, enhancement of the paper mill, and more colorful backdrop painting. Members also work on production of models that are sold at train shows or by postal order in order to contribute towards club expenses.

Concord Model Railroad Club

Club members meet every Thursday to work on the Club's layout, except on the second Thursday when they meet at a member's home. While there are projects for members to work on at their choosing, the Club also allows for ample time for members to converse about modeling issues that are of interest to them. Unlike most clubs, this one charges members **no regular dues**. Instead, the club generates sufficient net profit at its annual train show, and other shows that it participates in, to support the Club's operating budget. Don't miss the Club's next train show on August 17.

Maine Narrow Gauge Modelers

Bob Willard has announced that the MNGM, a 100% NMRA Club, will resume sponsoring a narrow gauge modelers' train show in Gray, Maine, on September 20, 2014. FMI, see www.mainengshow.org. Also, watch the Calendar of Events on the Division's website for more information as it becomes available.

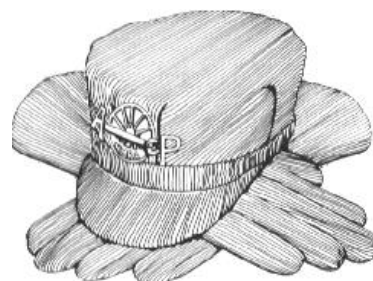
AP News by Larry Cannon, MMR, and Tom Oxnard, Division AP Co-coordinators

AP JUDGING OPPORTUNITIES AT QUARTERLY MEETINGS

The AP Coordinators invite members to arrange to have models that they would like judged (or "critiqued") for the Achievement Program before or after future regular quarterly Division meetings. Please communicate with Larry Cannon or Tom Oxnard in advance of the date of the meeting so that appropriate judges can be made available, if possible, and that the meeting format and schedule allows sufficient time to do reasonable judging of your model. There are only a few qualified judges for each judged category and oftentimes they have conflicting duties associated with meetings, so please understand that it is imperative to contact Larry and Tom prior to the meeting.

Certificates Earned this Quarter:

Golden Spike Award: Bill Gaver and Kenneth "Chip" Faulter



Notice for Summer Meeting in**Seacoast Division NMRA Summer Meeting****Saturday, August 2, 2014****10:00-2:00****Hosted by****The Great Falls Model Railroad Club****144 Mill Street, Auburn, Maine 04210****Clinic Topics:**

How My HO Scale “Northern Vermont Railway” Was Designed to Mimic the Look, Feel, and Purpose of a Full-Scale 1950s Era Railroad by Dwight Smith, MMR. Dwight has spent a lifetime acquiring real railroad experience and information, and has given many clinic presentations. This clinic shows how he used much of his acquired railroad knowledge to create a very realistic model railroad.

Building a Craftsman Kit of the Maine Central’s Cherryfield Station by Bob Bennett. This will be an instructional session on the techniques Bob used to assemble a craftsman kit that he reviewed for Model Railroad Craftsman. Banta Model Works made the laser cut wood replica of it exclusively for the Eastern Maine Model Railroad Club. The EMMRC has graciously offered to sell kits at the meeting at a discounted price.

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. Contact the Summer Meeting organizer, Larry Cannon with any questions or information about your showing.

Other: James VanBokkelen of S. Hampton, NH, candidate for the office of NER Director for Northern New England (Vermont, New Hampshire, and Maine), has been given a special invitation to attend the meeting to introduce himself to anyone who has not met him, and for participants to learn about his goals for serving the Northeastern Region of the NMRA. Also, there will be awards, opportunities to socialize, and other fun activities. You can view the Club’s layouts; operations will be underway by Club members on the large HO layout.

Special Activity: After the program, you may visit two local layouts: 1) The GFMRR Club’s large HO scale layout. Members of the club will be on hand to operate trains and allow you to enjoy some action, too. 2) Larry Cannon, 516 Pond Road, Lewiston, ME (about 6 miles and 15 minutes from the clubhouse) HO scale; 1980-90’s era free-lanced Otter Valley Railroad based mostly in Northern VT and NH with MEC, CP, CN, CV and D&H connections. Not DCC, structures nearly complete, scenery also a work in progress. The layout has undergone about a 20% expansion in the past year. G scale: Depends on how much progress I can make in a month.

Lunch will be available on-site for purchase from GFMRR Club, or bring your own snacks.

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

Meeting of the Board of Directors will precede the program at 9:00 a.m.

Next Meeting: October 18, 2014 in Stratham, NH (Stratham Fire House, 4 Winnicutt Road)
Mark your calendar and save the date!!

Board of Directors Meeting Notice and Agenda

The Directors will meet from **9:00 a.m. until 9:45 a.m. at the Great Falls Model Railroad Club in Auburn, ME, on August 2.** They will hear standard reports from officers and committee chairs, special reports on the financial review of the 2013 Division accounts and reports, progress of the Nominations Committee, recommendation of special committee on Spate Award nomination, discuss process for consideration of a proposal to offer a summer education program at the Wakefield Heritage Museum in 2015, hear results of offer to provide members with a supply of styrene sheets, and preliminary report on the feasibility to organize a layout tour schedule in Maine. The bylaws provide that the meetings of the Board of Directors are open to all Members of the Division for observation purposes only, unless specifically invited by the presiding officer.

Spring Meeting Sets New High Marks by Chip Faulter

The following is a digest of the full article on the Spring Meeting which has been posted on the Division's website along with all 20 photos of the events.

The Spring Members' Meeting of the Seacoast Division NMRA was held on Saturday, April 12, 2014, at the Wakefield Heritage Park in Union, NH, site of a former B&M railroad station and freight house, now beautifully restored. President Peter McKenney opened the Spring Meeting, held in the freight house, with a welcome to all, and a big thank you to Bill Gaver for arranging for use of the Wakefield Heritage Park facilities. A total of 33 Seacoast Division NMRA members and guests were on hand for the day's activities.

Bill Gaver started the presentations with an overall description of the Wakefield Heritage Commission, its missions and its projects. Established in 1993, the Wakefield Heritage Commission. He introduced the HO scale model railroad being constructed in the freight house. The layout is intended to be a realistic representation of the villages of East Wakefield, North Wakefield, Sanbornville, Wakefield Corner and Union as served by the B&M Railroad circa 1909. The layout was started in February of 2013 after track planning by Dave Sias and Rich Breton using track plans of the five villages obtained from the B&M Railroad Historical Society archives at UMass-Lowell.

Rich Breton followed Bill Gaver with a presentation on modeling some of the historic structures on the layout.



Rich Breton scratch-built Mathews Station (E. Wakefield) for the WHC while working towards the Achievement Program's Master Builder-Structures certificate. (C. Faulter photo)

Rich intermixed a description of the construction of the model with a discussion on the Achievement Program requirements for Master Builder, Structures.

Dave Sias followed with a presentation on how the track plan was developed for the Wakefield Heritage Commission layout, and how the decision was made to use a Digital Command Control (DCC) system to control the locomotives. Dave also discussed determining the location of signal control blocks and installation of semaphores. He provided a brief overview of DCC and the system (NCE) that was selected for use on the layout.



Dave Sias explaining track planning. (P. McKenney photo)

Rich Breton gave the final formal clinic presentation on rolling stock from the 1909 time period and representative of what might have actually run on this B&M branch.



This photo displays representative advertising that adorned boxcars circa 1909. (Chip Faulter photo)

Several individuals had “show and tell” items to display and or discuss. Dwight Smith gave a short presentation on 5 scratch-built cars from his personal layout representing typical cars from the 1910 era. Tom Oxnard presented his latest slightly kit-bashed structure, this one based upon a mill located in Lawrence, MA. Paul Wainwright described a layout he had built but never finished. He is offering it free to a good home. Bob Cronan asked the assembly for opinions on several questions he had. Rich Breton offered to help him with his questions off-line after the session.



Dwight Smith giving a short talk on 5 pieces of scratch-built rolling stock from his personal collection on display on the Commission layout (Peter McKenney photo)



Tom Oxnard's kit-bashed Lawrence Mill structure.

Larry Cannon distributed Achievement Program certificates to the following individuals:

Rich Breton	Official
Tom Oxnard	Civil Engineer, Electrical Engineer
Peter McKenney	Volunteer
Paul Lessard	Volunteer

Our congratulations to the award winners! Anyone interested in learning more about the Achievement Program should contact Larry Cannon or Tom Oxnard.

The final stop on this great day of model railroading fun was at Bill Gaver's home layout, the Balboa Granada and Eastern. This was a real treat. After purchasing a neighbor's house, Bill tore it down and built the current structure, which looks like a train depot, to house the layout.



Measuring 27' by 31' with an additional 2' by 20' staging area, this is a big, single tier layout. Bill models 1941 in the general northeastern US with abundant steam and early diesel locomotives. Bill uses an NCE DCC system and operating sessions can accommodate 4 to 10 operators. During our visit, Bill submitted his paperwork for his Golden Spike AP certificate. Thank you, Bill, for opening your layout to the membership!



Bill Gaver's HO scale Balboa Granada and Eastern Railroad has many attractive scenes. (Chip Faulter photo)

Everyone enjoyed the Spring Meeting and look forward to the Summer Meeting August 2 in Auburn.

NMRA InfoNet News DIGEST April-June

The NMRA issues InfoNet News monthly via email to officers of the Regions and Divisions. The full releases are posted to the Seacoast Division NMRA website as soon as they are received from the NMRA. A digest of those releases is printed in the Switch Tower. If you wish to learn more, go to the Division's website.

Education Department Initiatives by Bruce De Young, Education Department Manager. The Education Department has two major new initiatives. The first is the EduTRAIN® Program. In simplest terms, the Program will provide Regions and Divisions with a wide array of turnkey clinics which will be housed on the NMRA Website for download and use. The focus of the EduTRAIN® Program will be on skill development. To be useful to members, there must be a clear learning outcome, and the clinic should lead directly to that outcome. Finally, the documentation that accompanies the clinic must be detailed enough to allow a person who did not originally develop the clinic to use and/or present the clinic. Program leader Bob Blake is soliciting quality skill-oriented clinics for submission. Bob can be reached at rm7blake@earthlink.net

Second, a review and revision of the Beginners Pages on the NMRA Website (<http://www.nmra.org/beginner/>) is underway and updated Beginners Pages will be included with the new NMRA website which will be rolled out in July.

Results of the 2014 NMRA Election In uncontested elections, Fred Headon was elected Canadian District Director, Clark Kooning, NMRA Canada President, Steve McMullin, NMRA Canada VP, and Peter Magoun Central District Director.

NMRA ECONOMICS – by Frank Koch, NMRA CFO

Frank is writing a series of messages on the economics of the NMRA. In this quarter, his messages 1) reported on the sale of the NMRA headquarters building and use of the sale proceeds, 2) explained the four “cost centers” of the NMRA (“operations, magazine, non-dues programs, and the Howell Day Museum”), and 2) the “assets and liabilities” of the NMRA financial world. If anyone wishes to learn more about the finances of the NMRA, Frank’s messages are a very good source to start with. More will be forthcoming from him.

At the end of every fiscal year, the NMRA hires an independent accounting firm to audit our finances and prepare a report for the BOD and to prepare our tax filings. The firm reviews all our records and spends about a week at HQ to examine the documentation and to ask questions of the staff. We passed the 2013 audit with no issues or weaknesses. [The net equity of the NMRA at the end of 2013 was almost \$1.6 million.] The results will be posted on the new website after the audit is accepted by the BOD.

The approved NMRA budget (excluding the Howell Day Museum) for 2014 is almost \$1.8M and contains a planned modest surplus as required by the Executive Handbook to cover unexpected expenses, shortfalls in income, or unique opportunities (all numbers are rounded and are thousands of dollars):

	<u>Income</u>	<u>Expense</u>	<u>Surplus/ (Deficit)</u>
Operations	\$757	\$773	(\$16)
Magazine	\$322	\$456	(\$134)
Non-Dues			
Programs	<u>\$700</u>	<u>\$495</u>	<u>\$205</u>
NMRA Total	\$1,779	\$1,724	\$55 surplus

The Howell Day Museum is considered a separate stand-alone cost center as it is funded exclusively by targeted donations by members and others committed to the project. No dues funds are used to pay Museum expenses. It completely pays its own way, including a portion of the headquarters building expense and administrative support costs. The major fund raising effort of the past several years is about to enter the construction phase in 2014. Its budget for the current year anticipates a deficit of \$188,000 (\$351,000 of income and \$539,000 of expenditures).

Other News After more than 50 years in business, hobby product manufacturer Model Power has closed. Train Show Inc., the corporate parent of Greenberg’s Train and Toy Show, Great Midwest Train Show, and World’s Greatest Hobby on Tour, announced that it has acquired the assets of Great Train Expo.

Other Seacoast Division NMRA Notices

CANDIDATES WANTED!

Please talk with Nominating Committee members (Tom Oxnard, Mike Grahame, and Paul Lessard) if you have any interest in being a candidate for one of the three positions on the Board of Directors that will be up for election at the Annual Meeting in January. Also, let them know of anyone that you feel would be a good candidate. The Committee will need to have a draft slate by the October 18 meeting.

FREE HO SCALE LAYOUT TO A GOOD HOME

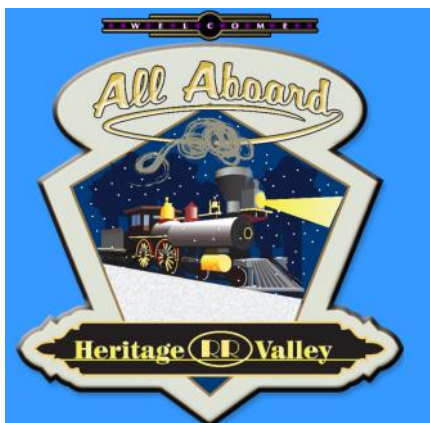
New NMRA member Paul Wainwright of Atkinson, NH, is offering free of charge his HO scale (5 by 9 foot) layout for anyone willing to move it. The layout has code 83 track and turnouts, tortoise switch machines, and is wired for block signaling. For more details, call Paul at (603)-362-6589.

STYRENE AT LOW COST, ANYONE?

If there is enough interest, Larry Cannon will purchase 4 x 8 foot sheets of .040" and .060" styrene to sell for roughly \$10 per 2 x 4 foot section, rough cut, prepaid with the buyer responsible for pickup. This is about half the price of the smaller standard 6 x 12 inch pieces of Evergreen and you have much larger sheets of styrene to work with. If interested, please contact Larry Cannon.

HERITAGE VALLEY RAILROAD- ONLINE

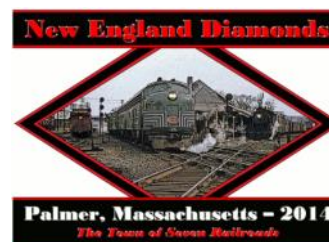
How about some good railroad music with a very clever website oriented to a modeler's fantasy railroad? Bill Channell of Epping, NH, has put a lot of fun things onto his website, www.heritagevalleyrailroad.com. See a 1924 Our Gang film as they make mischief in a railroad yard. There is something enjoyable about this website for every generation. Bill may not be an NMRA member, but he sure enjoys the hobby in his own way. Thanks, Bill!



<http://seacoastnmra.org>

New England Diamonds 2014 NMRA Northeast Region Convention

Palmer, Massachusetts – the "Town of Seven Railroads" – hosts a 4-day regional NMRA convention September 11-14. Includes prototype visits to the Pioneer Valley, Massachusetts Central, and New England Central Railroads; DCC installation workshop with LokSound and Traintek LLC (extra charge, limited capacity); clinics, contests, operating layouts, operating sessions, banquet, awards breakfast, and a non-rail program. NMRA membership required. Advance registration is \$40 before 8/20 and \$50 after. There are additional modest fees for some clinics, functions, and non-rail activities. Convention hosted by HUB and Nutmeg Divisions of NMRA. Visit www.nediamonds2014.org for more information.



Treasurer's Report by Tom Coulombe

Seacoast Division NMRA

Financial Report for the First Half of 2014

Revenue

Interest income		2
Net proceeds from Derry Fun Night		181
Donations for costs at quarterly meetings	128	
Less actual cost of meetings	(130)	
Net donations		(2)
Proceeds from sale of patches		19
Subscription revenue for Switch Tower		
Less costs of providing subscriptions	(31)	
Net subscription profits/(costs)		(31)
Total revenue		169

Expenditures

Annual filing fee, Secretary of State	70	
Promotional materials	49	
Train show display fee	30	
Capital purchases for presentation equipment	701	
Postage	9	
Total expenditures		859
Net change in fund balance		(690)
Beginning fund balance		3,967
Ending fund balance		3,277

Board of Directors Spring Meeting Summary by Chip Faulter, Secretary

The Directors of the Seacoast Division NMRA held a routine, 52-minute meeting on April 12 in Union, NH. A copy of the full minutes of the meeting has been posted to the Division's website. Go to www.seacoastnmra.org and hit the "Meetings and Reports" button at the top left side of the home page. Reports were provided in advance of the meeting by the Secretary, Treasurer, Editor, Membership Chair, Webmaster, Achievement Program Coordinators, and President. The Directors approved the Seacoast Division NMRA Values Statement. The Directors formed two special committees, one to recommend to the Direc-

tors at the next meeting a candidate for the Northeastern Region's Robert W. Spate Public Service Award and the other to investigate the feasibility of a model railroad layout tour program for Maine layouts. The Directors also approved a program for offering Division members 2 by 4 foot sheets of styrene subject to a survey of members' interest. The Directors agreed to hold their next meeting at 9:00 a.m., August 2, in Auburn, Maine (preceding the Summer Meeting of the Members at the Great Falls Model Railroad Club).

Seacoast Division NMRA Values Statement

Seacoast Division NMRA is a volunteer membership organization that strives to enhance its members' experience in the hobby of model railroading. To achieve this objective, it needs the *input and wide participation* of its members in its various activities. To attract such wide participation, its activities need to be *enjoyable*, resulting in the members developing and maintaining *positive attitudes* about the hobby. Therefore, the **Seacoast Division NMRA** will operate consistent with the following core values.

Fun Members and their guests should be able to enjoy themselves at **Seacoast Division NMRA**-sponsored activities and meetings and feel comfortable to learn and experience new things. A spirit of friendship and camaraderie should prevail along with opportunities to socialize to further the enjoyment of the hobby of model railroading.

Informative Members share whatever model railroad knowledge or expertise they have with others through answering individuals' questions, giving clinics or presentations, and/or writing articles. As a group, the Division's members have a wide range and depth of knowledge of the hobby of model railroading that others can benefit from.

Supportive Help other members whenever practical. Show them how to do things and encourage them to try things on their own.

Respectful Try to understand the basis for others' points of view and be courteous. If a difference of opinion arises, remain polite, considerate, and constructive. Understand and respect that not all modelers have the same skill sets.

Open Minded Be willing to listen thoughtfully to various points of view and, when appropriate, be willing to accept change. Appreciate that there are many approaches to enjoying the hobby including different model railroad scales and gauges, control systems, and styles and methods of operations.

Participation Participate in the Division's activities and programs, oftentimes as a spectator, but also sometimes as a volunteer. Ask: "How can I be involved?"

Adopted by Board of Directors April 12, 2014



The Switch Tower

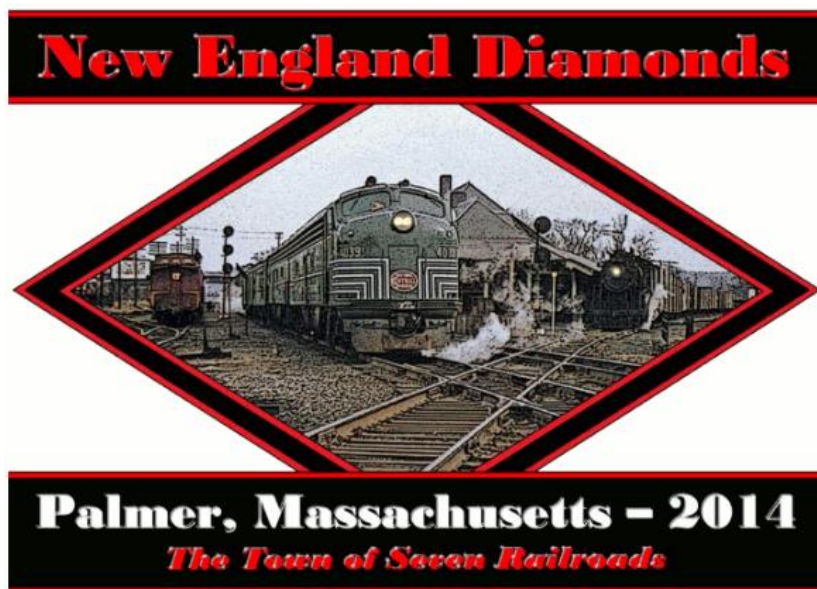
New Members

Carmen Anastase, Fayette, ME
 William Blanchette, Hillsborough, NH
 Chris Dawson, Portland, ME
 Barbara Fister, Hamden, ME
 Anthony Simon, Winchester, NH
 Paul Wainwright, Atkinson, NH
 David Spritke, Hanover, NH
 David & Belinda Sharpe, Pittsfield, ME
 Vincent Twomey, Brentwood, NH
 Jeremiah Cahill, Manchester, NH
 Ernest Erickson, N. Anson, ME
 Eric Schrowang, Gorham, ME
 Leland Brown, Salem, NH

Timetable

July 13-19	NMRA National Convention	Cleveland
July 18-20	National Train Show	Cleveland
Aug. 2	Seacoast Division NMRA Meeting	Great Falls Model RR Club, Auburn, ME
Aug. 9	Mid-Coast Limited, Massbayrre.org	Boston, Brunswick, Rockland, ME
Aug. 9	Wakefield Heritage Day	Union, NH
Aug. 16	LA Balloon Festival Train Fest	GFMRRRC, Auburn, ME
Aug. 17	Concord MRR Club Train Show	Everett Arena, Concord
Sept. 11-14	NER Convention	Palmer, MA
Sept. 12	Derry Fun Night	Derry, NH
Sept. 13	Glory Days Festival; Amtrak Exhibit Train	White River Junction, VT
Sept. 20	Maine Narrow Gauge Train Show	Gray, ME
Oct. 10	Derry Fun Night	Derry, NH
Oct. 18	Seacoast Division NMRA Meeting	Strathmore, NH
Oct. 18	The 470 RR Club's Annual Crawford Notch Trip	N. Conway, NH

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





Officers, Directors and Other Contacts

President	Peter McKenney	mckenp@maine.rr.com	207-776-2033
V. President	Erich Whitney	ecwhitney@me.com	603-537-1120
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Director	Paul Lessard	pllessard74@comcast.net	603-674-1822
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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 30 days or more prior to the one of the publication dates (January 1, April 1, July 1, and October 1)



Seacoast Division NMRA
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