



The Switch Tower

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Seacoast Division NMRA www.seacoastnmra.org



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Be There or Be Square! Attend a QUARTERLY MEETING!

As has been happening for the last few years, our Quarterly Meetings have been drawing an increasingly larger attendance. Quality sites, great presentations, member show and ask and an enthusiastic crowd have made these meetings a success.

Plan on attending and bring a project for show and ask. Unfinished projects as well as contest and AP quality models are of interest to all.

Congratulations to Seacoast Division NMRA members for being #1 in the NER over the past 12 months. See [AP News on page 14](#).

HURRY! HURRY! HURRY!

Editor's Note:

In future issues look for **working** hyperlinks. A hyperlink will allow online readers to jump from The Switch Tower right to a mentioned web address or page in The Switch Tower.

Currently only SOME of the links in this issue are working. With some work in the next few months we hope to get all running smoothly. This will allow MORE contributors to include large amounts of information in their articles while staying within the "Newsletter" format. Thanks Ed.

October 5th SHOW Pepperell Siding Model Railroad Club Train Show

Sunday, October 05, 2014
10:00am - 04:00pm

Varnum Brook Elementary School,
10 Hollis Street,
Pepperell, MA

For more information, go to
<http://psmrc.org/>

Support Local MRR Events, Clubs, Shops and the NMRA

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.

Enjoy a trip through the [Seacoast Divisions Web Site](#). See the great work Bill Poor has done!

The President's Lantern by Peter McKenney

Seacoast Division NMRA is having a great experience these days. As you will read in this issue, New England Diamonds 2014 was a wonderful regional convention for members who attended last month. Erich Whitney's article on page 7 explains how he enjoyed its various activities and encourages all of us to consider attending an NMRA convention in the future. Speaking about fun conventions, the NMRA National Convention in Cleveland was a wonderful experience in July, too. Truly, NMRA conventions are especially enjoyable for model railroaders. Here in Maine and New Hampshire, we had a great Summer Meeting in Auburn, and you should NOT miss the upcoming Fall Meeting in Stratham, NH, October 18. See details on page 14. Erich and Mike have planned a special program that will be most enjoyable. I look forward to seeing you there!

There are other good signs about the growth of our Division. The Achievement Program has really caught on and Seacoast Division NMRA modelers are revealing their considerable skills. I hope more of you embark on this worthwhile NMRA program. The Division has reached out to the various model railroad clubs and groups and we have developed more opportunities to promote this wonderful hobby together. During this same period, I notice that more members are stepping forward to volunteer their services. I am happy to report that two members have become involved in editing the Switch Tower. John C. Tyndall, Sr., has agreed to serve as Editor and Geoff Anthony is working very closely with John as Assistant Editor. They are using an online "[Dropbox](#)" so they can work independently on the same issue! I encourage everyone to look for a way that they can contribute to the success of the Division, too. Tom Oxnard and his Nominating Committee, e.g., are looking for candidates for the three director slots that are up for election at the Annual Meeting in January. Please contact Tom, Paul Lessard, or Mike Grahame if you have a possible interest, or know someone else who should be considered.

The Division is considerably stronger today than it was just a few months ago, especially financially. With this new strength, the Board has a new and positive challenge: how to use this increased strength wisely to improve even further the model railroad experience available to members of the Division. To that end, the Board will have a special planning meeting on Sunday, November 9 from 11 am until 2 pm to develop action plans that will be undertaken in 2015 and beyond to offer appropriate programs for the members. If you have suggestions and ideas, please pass them along to me or any other director, officer or committee chair. With input from all members, we can ***Share the Fun of Model Railroading*** even better next year!



2014 Quarterly Summer Meeting Summary by Chip Faulter

Saturday, August 2, 2014 Great Falls Model Railroad Club, Auburn, Maine

The Summer Members' Meeting of the Seacoast Division NMRA was held at the [Great Falls Model Railroad Club](#) (GFMRRRC) in Auburn, Maine. The GFMRRRC owns their clubhouse which houses a large HO scale layout with a sizable work area in the basement, and N scale and G scale layouts, a library, galley and large meeting area on the main floor.

Seacoast Division NMRA President Peter McKenney welcomed the large group (over 40 NMRA members, guests and GFMRRRC members) to the summer meeting. This meeting featured not only the usual clinics but also lunch provided by Chef Jerry Johnston of the GFMRRRC, and layout tours of the GFMRRRC HO layout and MMR Larry Cannon's recently expanded home layout. President McKenney also noted that at least seven model railroad clubs were represented at the meeting:



Seacoast Division NMRA President Peter McKenney welcomes the large gathering and describes the full agenda for the day's activities (Chip Faulter photo)

GFMRRRC, Eastern Maine Model Railroad Club, [North Conway Model Railroad Club](#), [Concord \(NH\) Model Railroad Club](#), [Maine 3 Railers](#), [Maine Narrow Gauge Modellers](#), and [Maine N Trak](#). This type of joint meeting with a model railroad club is popular with the members and the Seacoast Division NMRA will continue to look for opportunities to partner for these types of meetings.

How My HO Scale Northern Vermont Railway was Designed to Mimic the Look, Feel and Purpose of a Full Scale 1950's Era Railroad

Master Model Railroader Dwight Smith led off the clinics with his presentation of "How My HO Scale Northern Vermont Railway was Designed to Mimic the Look, Feel and Purpose of a Full Scale 1950's Era Railroad." Dwight's model railroad was designed to run in a prototypical manner and incorporated all of the necessary functions to imitate a real railroad, including:

- Complete engine servicing facilities
- Space for locomotive, car repair and maintenance facilities
- Passenger stations
- U.S Mail and Railway Express facilities
- Freight stations
- Team tracks
- Car houses for the track maintenance and repair crews
- Classification yards
- Interchange tracks
- Coach yard for head end and passenger cars
- Icing facilities

Dwight provided a comprehensive overview of his pike with plenty of pictures concentrating on Caledonia Yard, the engine servicing facility and Martha Quarry.



MMR Dwight Smith answering a question about his HO scale Northern Vermont Railway (Chip Faulter photo)

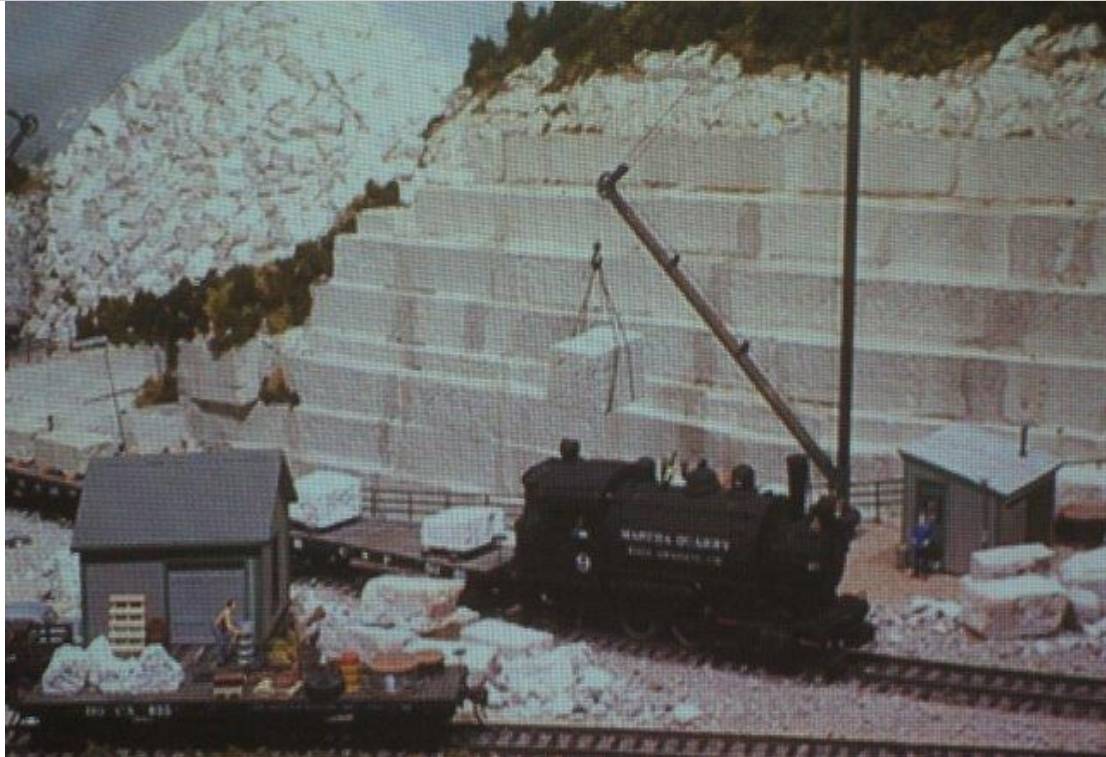


Caledonia Yard on Dwight Smith's Northern Vermont Railway (Dwight Smith original photo)



Engine Facility on Dwight Smith's Northern Vermont Railway (Dwight Smith original photo)

2014 Summer Meeting Summary



Martha Quarry on Dwight Smith's Northern Vermont Railway (Dwight Smith original photo)

Golden Spike Awards

MMR Larry Cannon and Tom Oxnard coordinate and nurture member participation in the NMRA Achievement Program (AP). The Golden Spike Award recognizes that a model railroad has been started and reached a certain level of completion. Categories considered in the Golden Spike include trackwork, scenery, rolling stock, structures and electrical. Larry was pleased to award the Golden Spike Award to Chip Faulter and Bill Gaver.

Thanks for a great day !

Dave Sias organized a "Fun Ops day In Meredith, NH" on May 10, 2014. Dave and fellow Meredith model railroader Bruce Reynolds opened their layouts to NMRA members for a day of operations on two similar-themed B&M pikes. Those people who operated at Dave's in the morning went to Bruce's in the afternoon, and vice versa. It was a great day of no stress model railroad operations. President Peter McKenney provided Dave with a Certificate of Appreciation for organizing the event.



MMR Larry Cannon presents Golden Spike Awards to Bill Gaver (left) and Chip Faulter (middle) (Peter McKenney photo)



President McKenney presenting Dave Sias with a Certificate of Appreciation for organizing the Fun Ops Day in Meredith, NH (Chip Faulter photo)

2014 Summer Meeting Summary con't

MEC Cherryfield, Maine Station - Bob Bennett

Bob Bennett has had a number of articles published in Railroad Model Craftsman (RMC) and wrote a review of the MEC Cherryfield, ME Station laser cut wood craftsman kit manufactured by [Banta Modelworks](#) for the magazine and it was published in the Nov 2007 edition. The kit was created by Banta for the EMMRC as a club fundraiser and a few kits are still available for purchase from them. The Cherryfield, ME Station is located on the Calais Branch of the MEC and was constructed circa 1898 by MEC predecessor Washington County Railroad. The railroad and the station became part of the MEC in 1911. MEC discontinued passenger operations through Cherryfield in 1957 but the station remained open until 1975 serving freight customers in the area. In 1985, the Calais branch was abandoned but the station was purchased by the [Cherryfield – Narraguagus Historical Society](#) and moved half a mile to a location on Main St. near the Narraguagus River with the intent of creating a museum. While the museum is yet to be fully realized, the building is still apparently intact. Bob made some



Bob Bennett's model of the MEC Cherryfield, ME station built from a kit created by Banta Modelworks for the EMMRC (Bob Bennett original photo)

very complimentary statements about the Banta product, and provided a comprehensive review of the kit and instructions, his construction techniques, and painting and finishing suggestions.



Tom Coulombe (middle) is the lucky winner of the Cherryfield, ME Station built by Bob Bennett. Also in the photo are Chip Faulter (left) and President McKenney (Right) (Larry Cannon photo)

James wants to open up ways of mentoring new modellers. Model railroading is a very broad hobby; most of us like to see our favorite trains perform on smooth track through pretty scenery on adequate benchmark. But learning all those different skills via the school of hard knocks can be expensive, time-consuming and frustrating.

Hands-off help is available on-line, in magazines and in books.

And most modellers can meet others at shows and clubs, and see how some things are done via clinics. But sometimes the only cure for frustration is a visit from an experienced modeller, whether it's to resolve a DCC problem, adjust some track or just point out ways to fix an operational annoyance. James stated emphatically, "I think the NMRA can do this." Not all members will want to give or receive such intervention, possibly due to privacy, personality, and/or scheduling issues. But James thinks NMRA and its divisions can create a conduit where those in need can ask for hands-on help, and those who can, deliver it. And by doing so we'll make a larger, happier, and friendlier hobby.

Meet James VanBokkelen

James VanBokkelen is running [RAN ed.] (unopposed) for the NER Northern New England Director position. In this role, James will represent NMRA members living in Vermont, Maine and New Hampshire on the NER Board of Directors. James gave a short bio of his personal, professional and model railroading credentials and then spent a few minutes describing his vision of the [NMRA](#) and [NER](#). The NMRA is exploring different ways to become more valuable to potential members: the AP, Build a Memory, the archive and the Howell Day Museum.



James VanBokkelen addressing the group in regard to his candidacy to be the NER Northern New England Director

[Full Summer Meeting 2014 with full size pictures](#)

2014 Summer Meeting Summary "Show and Ask"

John Tyndall gave a great plug for using Gatorfoam for your next project.



Gatorfoam is an extruded polystyrene foam bonded between two layers of wood fiber veneer. Gatorfoam is a very stable and durable material which comes in various thicknesses and colors. John showed a coal mine diorama built upon a Gatorfoam base as well as a switch panel he had fabricated using the material.

John also noted that he had recently added an 8' by 21" extension to his model railroad making extensive use of

Bob Bennett discussed how to achieve an accurate looking narrow gauge combine. Recent releases by Bachmann provide nice looking cars but they scale out just a little bit wide. Bob brought examples of similar combines and discussed the pros and cons of each:

Custom Brass

– beautiful car but expensive and probably not a layout car (car that you would use every day on the layout or let people pick up and move, etc.)



Re-worked Bachmann car – requires cutting up and piecing back together the finished Bachmann ready to run car
Portland Locomotive Works, or San Juan Car Shops – nice craftsman kits that take some work

Scratch building – intimidating and a lot of work but may be the only way to get a specific car. Not that much more work than a craftsman kit if you have the plans.

Bill Poor gave a quick on-line tour through the new Seacoast Division NMRA and NMRA.org websites. Both of these sites have been completely reworked in early 2014 and provide a wealth of information to the members. <http://seacoastnmra.org/>

Neil Falby presented GFMRRRC member Paul Lodge a book titled "Journey by Rails" to add to the extensive GFMRRRC library. Over the years, Neil has had the pleasure of attending a number of quarterly Seacoast Division NMRA meetings in the new GFMRRRC building. In fact, when he started coming there, the entrance was in an entirely different location and there were many more exposed rafters than painted sheet rock. Over time, Neil met many experienced modelers who have since become friends, watched the club layout grow and expand, always enjoyed a terrific lunch put on by the

Eric Schrowang provided a brief overview of the Banta Modelworks

laser cut wood kit that he had built. Eric stated that Banta kits are well thought out kits that are great for modelers of all skill levels. Eric particularly enjoyed this kit because Banta made it easy to make some subtle changes such as adding a metal roof. Eric's model will be part of an overall module that includes a 1930's gas station and a team track.



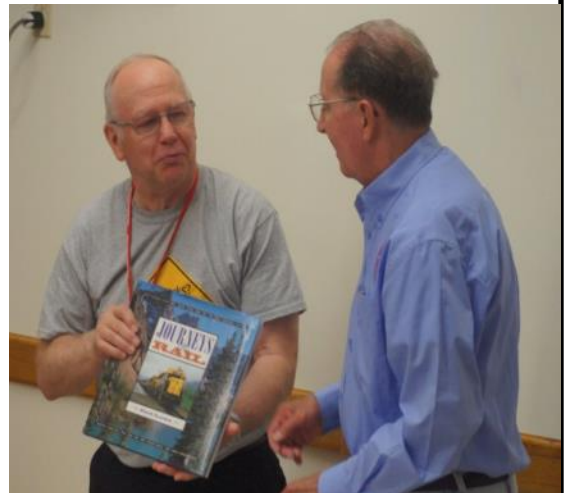
Neil Falby brought another seemingly simple question to the ever-popular "Show and Ask" part of the program. Neil wanted to know how to make his freight car roll better.



GFMRRRC, Neil Falby con't

and never failed to know more when he left than when he arrived!! Neil wanted to give back, even if in some small way, something to the

GFMRRRC that had given him so much enjoyment, helped increase his model railroad knowledge and expanded his model railroad friendship base. Neil chose to donate the book as a token of his appreciation for the use of this fine building and as an expression of thanks to all the excellent folks who orchestrate the activities therein.



2014 NER Convention Report by Erich Whitney

All photos by the author unless noted otherwise Ed.

The 2014 NER, New England Diamonds, convention was co-hosted by The [HUB Division](#) and the [Nutmeg Division of the NER](#) and held in Palmer, Massachusetts. I attended all four days of this convention and wanted to share my thoughts and experiences with you. First and foremost, I would like to thank the HUB and Nutmeg divisions for putting on a very good convention. The owners of the Steaming Tender Restaurant pulled out all the stops for us and provided great food and the right atmosphere for us to enjoy our time in Palmer.

This convention was quite unconventional in several ways and I know that many people had concerns about whether or not these changes would cause problems. Probably the biggest factor for me was staying in the convention hotel about 20 minutes west on the Mass Pike. Most of the clinics were held at the middle school in Palmer on Saturday with the Friday afternoon/evening clinics at the high school. Having the convention venue spread out meant a little bit more than usual planning but I didn't find that too onerous. I will summarize my participation in the convention followed by some thoughts on the future of conventions.

My convention weekend started with a stop at the Worcester Model Railroad Club for an operating session. I arrived a bit after the session started because of a scheduling conflict with work, but Joe Parker and his crew were very welcoming and accommodating hosts. I chose to operate a couple of mainline freight turns and I found it particularly cool that I had to switch in Palmer along the way. This was a fun coincidence and I think it pretty much set the tone for the weekend. After my last run, it was time to hit the road and head to the real-life Palmer to check-in and prepare for my evening activities. Registration was located in the passenger car outside of the Steaming Tender—that was pretty cool. Registration complete, Bruce Robinson and I headed to Chicopee to check-in at the hotel, grab some quick dinner, and head off to the evening operating session at Bill Duffe's "LKJ&W- B&M and Rutland Divisions". If you haven't seen this layout either in magazines or in person you are missing something. James

VanBokkelen and I spent the evening running passenger and freight service



from one end of the layout to the other. The buildings and scenery are just gorgeous and the railroad ran beautifully.

Friday for me was "Prototype Tour" day and this started out with a visit to the Pioneer Valley Railroad in Westfield, Mass. When we arrived on the property we were greeted by the crew and shown around the place. But to my surprise, we were also treated to a tour of their railroad in a 1950's passenger car pulled by one of



their locomotives that they had just painted in time for our visit. That was a pretty special time! It's great to see a short line railroad like this doing so well. Their business is growing as they continue to fill an important niche for their customers. We left Pioneer Valley and headed back to Palmer for lunch at the Steaming Tender then we were off to the Mass Central Trans-load Facility. This was a self-guided tour—the railroad left their facility open to us to wander around. This was fortunate because I needed a fair amount of time to head to our evening operating session. Tom Oxnard and I made the trek west on the Mass Pike out to exit 2 then north to Adams. On the way, we were discussing a strategy to find a Subway and wouldn't you know it we rounded the corner into Pittsfield and there was one right there! Our destination Friday evening was Dick Elwell's "Hoosac Valley Railroad". I probably can't tell you anything about the HVRR and Dick Elwell that you don't already know but I will tell you that this railroad has a special place in my heart. It was seven years ago that Dick opened his layout to the Youth in Model Railroading kids and my daughter was among the crowd. As she entered his basement, he handed her a throttle and off she went—it was her first time running DCC and she hasn't looked back. As I entered his basement Friday night, I was as giddy as a school boy, anxious with anticipation to finally operate this layout myself. Scooter and I decided to take the Berkshire Junction Yard and we had a blast moving iron all night. This railroad is a lot of fun and of course the scenery is exceptional. Tom and I decided to take the scenic route back to Chicopee from Adams in hopes of seeing some Northern Lights but alas the trip was only illuminated by the beady little lights of my Prius into the wee hours.

2014 NER Convention Report by Erich Whitney con't.



Saturday began with a trip across the street to Denny's for breakfast. The complimentary continental breakfast at the hotel got old fast. My mom always told me if you don't have anything nice to say, don't say anything. Enough said about the hotel. We spent the entire day Saturday in Palmer. The middle school was set up with clinic rooms, a small train show, and several modular operating layouts. I hope you can appreciate that after Laconia, I was chomping at the bit to actually run a train at a convention! Please understand that I was glad to volunteer to chair the 2013 convention for our division, but I will always regret that I was unable to be one of the lucky 200+ who got to go. This year was different for me and I set out to take advantage of the fact that I was not on the hook for anything to do with running this convention. So I signed up for the first operating session time slot on the Amherst Belt Lines Modular Layout. I jumped at the chance to run a way freight and I spent my entire turn hard at work. I managed to complete the switching tasks just in time to make it to my first clinic, "Introduction to Craftsman Kits 101" by Robert Seckler & Jimmy Diegnan. This was a fantastic "make and take" clinic and I had a lot of fun building the little wooden feed store. By the time that clinic ended it was after lunch and this is where my planning hadn't really been completely thought out. I was going to go back and operate another train but decided to take a short walk to downtown Palmer where I found, you guessed it, another Subway! Re-energized from lunch and a fun chat about all things railroad with one of the attendees who had the same idea, I headed back into the school where I spent some time in the contest room reviewing this year's entries. Besides, I had to check out the competition in the photo category. My

wife, Holly, entered the photo contest for the first time. I only had a few minutes to scrutinize the models before I headed off to my next clinic, "Water Effects" by Jeff Gerow. Again, I had a blast with this "make and take" playing with creating water flow from a completely flat river made from Magic Water. Jeff did a fantastic job of describing how water moves and how to capture that motion in a static model. My try at this is still drying before the moment of truth when I add the dry-brushed white paint. Come to our quarterly meeting on October 18th if you want to see it—I'll have it available for Show & Tell.



Saturday evening was the somewhat traditional convention banquet at the Steaming Tender. I really like this part of the convention—it's a time to meet and

talk to people who love the hobby and love telling stories even more. The evening program did not include the traditional awards segment. We had a wonderful presentation of rail fanning by ESU's Matt Herman. In his job, he is often on the road to capture photographs and record the sounds of various locomotives to supply the model decoder business he's in. But more than that, Matt is a rail fan and he takes great photos and tells fun stories.

Sunday's Annual Meeting of the NER was quick and to the point. Of note, the Seacoast Division NMRA received over \$800 this year from the NER as part of the division disbursements. From now on, every year that the NMRA



2014 NER Convention Report by Erich Whitney con't.

sends the region a check for the membership dollars, the region will immediately forward that first distribution check to the divisions so that they can use that money to run their local programs. The takeaway message from our NMRA national representatives this year is that the NMRA starts at the division—that's us!

The Steaming Tender came through yet again with a huge



tell them it's this." He's talking about the camaraderie and experiences at events such as the regional or national convention. But more than that, it's an opportunity to meet like-minded people who really care about the hobby and who don't mind lending a hand or a word of advice. And your ability and willingness to help others doesn't feel too bad, either.

buffet breakfast. The final activity of the convention was the awards ceremony. I had been looking forward to this since Laconia. Leading up to the convention, I was able to submit the paperwork for my Volunteer and Golden Spike AP awards. I was proud to learn that the Seacoast Division NMRA received the most AP certifications of any division in the region—that's 12 AP certificates this year. Mission accomplished! My module will be at the October 18th meeting and we'll discuss the Golden Spike.

So what did I think of the 2014 NER New England Diamonds NMRA Convention?

"Fantastic!" I had a lot of fun, talked with a



bunch of really nice people, and learned a boat-load of things I didn't know last week. NMRA Vice President Gerry Leone said it best, "When someone asks what you get for your membership dollars,

If I can convince just one other Seacoast Division NMRA member to go to their first convention, then I will declare this article a success. If you have any questions, please contact me or any of the Seacoast Division NMRA officers

2014 NER Convention Report by Erich Whitney con't.

and directors. We are all here to help and to “Share the Fun of Model Railroading.”

Until a few years ago, there were two regional conventions every year. NER leaders are finding it harder and harder to put on even one regional convention per year. In fact, none has been planned for 2015. The next scheduled NER convention will be in 2016, hosted by the Hudson-Berkshire Division.

Planning for Tracks to Lakeport 2013, hosted by Seacoast Division NMRA in Laconia, NH, started more than two years prior to the convention. The final 12-18 months were busy for a small core group of committee members. This is not a sustainable situation, in my opinion. More people need to be willing to volunteer.

The NMRA isn't some nebulous group of people somewhere else, it's you, your friends, and the people you run into in your local hobby shop. The model railroading hobby is actually quite healthy today. But the NMRA membership numbers are declining. I believe the NMRA embodies the best of our hobby and I would like to see this organization carry on for my children and for their families after them. Please consider how you can support these wonderful activities.

Visit: <http://seacoastnmra.org> for full size pics



How I Kitbashed a Brewery by Tom Oxnard



its 14 building complex, some early vertical structures and later horizontal expansion, and how it now houses the Sam Adams Brewery.



There was also a site on the internet with a hundred "Images", one of the old buildings, of logos, and some current pictures of the building and smokestack. I also googled "Images" of other old breweries around the country

I have a classification yard at the south end of my freelanced Boston and Maine Railroad in the city of Bristol (aka Boston). Around it I have put several large buildings, businesses, and industries. As I get down to the last remaining open unused real estate in this urban area, I have been looking through my books about the B&M to see what kinds of industries I could build in a 30 inch by 12 inch space between my track and the wall.

I made the Fountain Brewery by SS Ltd more than 15 years ago, and had removed it from my layout several years ago during a past expansion and remodel. I still enjoy the detailed brickwork and overall structure so much that I kept it sitting in this same real estate space just as a "filler" until I decided what I wanted to finally place there. Over the years I thought



Fountain Brewery by SS Ltd

about how I would change this nice building to make it a little different, and whether it would stay as a brewery or not.

I then got on the internet to see if there were some old breweries in Boston (google Boston's old breweries). I found a list of 25 old breweries. Most however were in existence from the 1850's to the early 1900's and may have folded during Prohibition. The Haffenreffer Brewery was one in existence from 1870 to 1964 and qualified to be a candidate on my 1950's railroad. I then googled the Haffenreffer Brewery and found information about



to see what the buildings and rooftops looked like.



How I Kitbashed a Brewery by Tom Oxnard con't.

Having determined that I was going to make an expanded brewery, I made paper copies of the walls of the Fountain Brewery kit, and tried putting them together in different ways, until I was happy with the look of the building in the space that I had. I decided not to have it connect by rail and there is no spur track there. Because it was a background building and viewed only from one side, I proceeded to carefully remove the back of the building to be reused later. I replaced that back part with styrene brick sheet even though it would never be seen. The rest of the building stayed as original, except for the left end of the loading dock that had to be altered for the new addition.

The back three vertical walls were made into an addition on the

brick sheet walls and flat roof. I had to remove the back half of the loading dock and roof at this end in front of this loading door. I airbrushed these sections Polyscale Box Car Red and painted the roofs Grimy Black.

On the roofs I added two scratchbuilt water tanks, several chimneys and smokestacks and the custom billboard sign from Blair Line. The smokestack in back is from Walthers, sprayed Polyscale Earth, and lettered vertically. I decaled the building sign with Woodland Scenics dry transfer



letters on a background of Grimy Black as seen on the one old picture that I had.

The red Haffenreffer signs on the building and trucks came from the same "Image" site. I scaled these to size and printed them on regular computer paper and applied them with a minimal amount of yellow carpenters glue after finding that white glue and water made the ink run. The trucks were bought from Classic Metal Works and repainted to match the logos.

The scene is completed with appropriate grain bags, containers, pallets, barrels, and guardrails. The building already had the gutters and downspout. The background pictures are printed from Bill Brown's Railroad Graphics Volume 5 (LARCProducts) and add even more reality.



right end of the factory. I cut off the bottom of the two peaked sections with a saw and reduced the bottom windows to basement windows. I cut off the top part of the mid section to match the height of the addition. I made a new roof from .040" styrene and added 2" x 2" styrene strips vertically to match the original metal roof. It is painted with a blend of Polyscale Dark Green and Aged White. I reattached the third cupola in the center after notching it for the peak.

The area between this section and the original building was made into a flat roofed extension so I could add typical roof details seen in many of the breweries. It is made from styrene brick sheet with details added from DPM and horizontal layers of brick sheet built up for ornamental detail. Windows are from Northeast Scale Lumber. The interior has a black paper view block. The addition at the left end is similarly constructed with

It has been fun giving this wonderful old model a new life and to use some local history to do it. Next I will have to find some old Haffenreffer beer memorabilia on eBay to display.

Tom Oxnard is a Seacoast Division Director and its AP Coordinator for New Hampshire. A frequent contributor to Seacoast projects and the Switch Tower, he models a freelanced 1950's version of the Boston and Maine.



News of Model Railroad Clubs Serving Maine and New Hampshire

On a space available basis, the Switch Tower will publish news briefs submitted by model railroad clubs and groups serving Maine and New Hampshire modelers. Submit briefs to the Editor. To learn more about these clubs, find links to their websites on the Seacoast Division NMRA website. <http://seacoastnmra.org>

(ME) Maine Garden Railway Society

MGRS was formed in 2001 and now has over 100 voting members, plus many non-voting members, from all over Maine, plus several from other states and Canada. Larry Cannon provided input to the initial organizers and MGRS participated in the Northeastern Region NMRA convention held in 2002 in Portland, ME. Early activities included visiting nursing and veterans homes with table top G Scale layouts. These types of visits continue, along with participation in train shows. The club publishes a bi-monthly newsletter, The Iron Horse, which is available on its website. Since 2010, MGRS has set up a large layout (four tiers and over 1,000 square feet) at the Maine Mall during the Holiday Season. The club raises funds for charities, including for Maine tourist railroads. See its website for its many activities and calendar of events. Today, it is organized as a non-profit corporation with (501)(c)(3) designation by the IRS and is governed by bylaws and a board of directors.

(NH) Concord Model Railroad Club

The club's website at: www.trainweb.org/cmrc states "Are you a 'lone wolf' modeler? How about an 'arm chair' modeler? Just got a train set for Christmas... and not sure what to do next? Come visit the club! We have members with a wide variety of interests and skills. As a club, we're working to build an operational, sectional HO scale layout depicting the B&M's 'Northern' main line from Concord, NH to White River Junction VT. As individuals, many of us have home layouts as well. Our individual railroad interests range both in time frame, and road names... more than can be mentioned on the website, without leaving somebody off." Their yearly train show, held in August this year, was very well attended with lots of vendors present. When not at shows the Club's modular layout, which is very large and impressive, is set up at their club location in Penacook, NH.

(ME) Sn2 Crew Five modelers from Maine, Ohio, Pennsylvania and Maryland banded together in 2007 with a common interest in modeling the Maine two-foot railroads in S-scale. Altogether, they have 42 free-mo style modules and they set up some of them at the NMRA National Train Show in Cleveland in July. They also attended the Amherst Railway Society Railroad Hobby Show in E. Springfield, MA. This is a 100% NMRA club!! Three of the Club's members have formed a non-profit corporation which is hosting the 36th National Narrow Gauge Convention which will be held in Augusta, ME, September 7-10, 2016.

www.nngc2016.org The last NNGC held in Maine was in Portland in 2007 and had lots of great modeling on exhibition. Plan on attending this one, too, and also consider volunteering your services

in return for reducing the cost of your convention experience. Profits of the convention will be distributed to four Maine railroad museums.

(MA) Pepperell Siding Model Railroad Club

This club of over 40 members is hard at work preparing for its 29th Annual Model Train Show and Open House on **October 5, 10 am to 4 pm**. See details of the show on the Calendar of Events and on its website. The Club strongly supports the NMRA and its events in New England. Located in Pepperell, MA, on the Massachusetts-New Hampshire border, it has many members who live in The Granite State. The Club has an HO modular layout for train shows and a permanent 1,000 square foot HO layout at its clubhouse. This DCC layout has a double track mainline. At the clubhouse, the members construct modules and models and hold classes on various aspects of model railroading. Besides the train show, they raise funds for the club by selling club cars. Members meet Monday evenings and have work sessions on other days. They have held operating sessions twice per month, alternating with die-sels and steam locomotives. They also have a kids program with parents attending with their children. Visit its extensive website at www.psmrc.org to learn more about its activities and how it might help you with your modeling interests.

(ME) Great Falls Model Railroad Club

This 130-member, multi-scale club is constantly busy with model railroad activities. Visit the clubhouse on alternating Saturdays and you will find the clubhouse full of members and guests operating trains and socializing. Youth members are welcome and play a big role in operations, drawing in their parents. Each month there are special activities such as layout tours/open houses and festivities. A recently added feature is monthly Modelers Forum meetings on a Thursday evening. Participants choose the topics for discussion and gain valuable information on their modeling questions. The Club is hard at work preparing for the Auburn Train Show to be held on November 1 and the Club's 5-day "ExTRAINaganza." The ExTRAINaganza begins on the Saturday, Sunday, and Monday before Thanksgiving and ends on the Friday and Saturday after Thanksgiving.

(ME) Eastern Maine Model Railroad Club

The Club is busy preparing more club cars for sale at its upcoming train show in Brewer, ME, on November 22. People travel from all over Maine and the Maritime Provinces to partake of this show.

(ME) Maine 3-Railers "With 120 members throughout Maine and beyond, the Maine3Railers Model Railroad Club is Maine's Premier 0-Gauge Club.

www.maine3railers.org This large club that formed in 1998 has monthly meetings, usually in the Richmond, ME fire sta-

Club News (Continued)

Maine 3railers con't.

tion and produces a monthly newsletter. Besides setting up its trains at train shows, it sets up frequently in public venues such as museums, libraries, the Candy Cane Train in Bath, ME and the Cumberland Fair. Members also organize interesting road trips and produce, for sale, interesting club cars. Drop by and visit with them at the next event that you encounter them. They love to socialize and talk trains!

(ME) Maine Narrow Gauge Modelers

Plans for a train show in September 2014 hit a snag over the facility access, so the club suspended its plans for this year and is now focusing on next year. The target month for the show next year will also be September. A specific date and location should be known by June, 2015, once all facility issues have been resolved.

(ME) Sheepscot Valley Model Railroad

Club This club has existed for about 20 years and has 10 or more members. For the past several years, it has operated on a 12 by 25+ foot HO layout made up of modules that once were used for public shows, but now are at a private residence in Hallowell, ME. The theme of the railroad is Maine mainline railroading along a river valley and the layout includes a paper mill. The members meet monthly to talk about trains, see some examples of good modeling, and socialize. Many of them are retired state employees, including a former DOT engineer. One of the younger members works for Pan Am. The club displays hobby promotional and educational material annually at the Augusta

(ME) Train Show. At the show, they also sell surplus equipment and demonstrate track and rolling stock of different scales. For more information, contact Harmon Harvey (207-622-6896) or Bob Bennett (207-445-4508).

(NH) Meredith Area Operators

The Meredith Area Weekday Operators will begin operations for the year in late October. These sessions are held on two layouts in Meredith on Thursday mornings each week, alternating between the two layouts. Also, a second group, the Weekender Operators, will begin monthly Saturday morning sessions at Dave Sias' layout tentatively scheduled to start on October 25 at 9am. If you are interested in these sessions, please contact Dave Sias, indsias@earthlink.net, 603-279-4553. No prior operations experience necessary to join in with either group

(NH) Bedford Boomers This 32 year-old group is going strong although its 30th Annual Bedford Boomer Exhibition in November 2012 was its last. The Boomers comprise an informal modular railroad group that meet monthly at a home or public place to assist on constructing a layout or conduct an operating session. They have a passion for educating the public about model trains of all scales by attending train shows and exhibiting in public facilities. They will have three units (HO, O-gauge (scale), and three-rail O27) at the Pepperell Siding MRC Train Show and a display at the Bedford Public Library November 22 and 23 for Model Railroader Month.

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

I am just home from the NER Convention (New England Diamonds) in Palmer MA. I operated on 2 beautiful railroads (Dick Elwell and Bill Duffe), met new friends and old friends, and installed an ESU-Lok Sound decoder for the first time in my Atlas RS3 in a clinic.

I have some good news to report, and this was announced to the whole group at the Awards Breakfast at Palmer. The Seacoast Division NMRA came in first in having the most number of Achievement Program awards in the Northeastern Region during the past year (since the last convention). All 7 members were announced for their awards and accomplishments: Golden Spike for Bill Gaver, Dave Sias, Erich Whitney, Chip Faulter, and Paul Lessard; Volunteer AP Certificate for Erich Whitney, Chip Faulter, Paul Lessard, and Peter McKenney; and Civil Engineer, Electrical Engineer, and Cars AP Certificates for Tom Oxnard.

Also impressive and mentioned was that Seacoast Division

NMRA had 6.2% Awards per Member, second only to Little Rhody Division with 7.1%.

Keep up the good work. Tom Oxnard

In the past quarter, Erich Whitney earned his Golden Spike and Chip Faulter earned the Volunteer AP certificate. Congratulations! Seacoast Division NMRA fulfilled its part in striving to achieve NER AP Chair Bill Brown's goal of 50 Golden Spike Awards in the NER this year. Five Golden Spikes earned in the Division are 10% of Bill's goal, and the Division represents just over 10% of the Region's membership. Unfortunately, the rest of the Region produced only six more Golden Spikes, so Bill's goal was not met. Seacoast Division and Garden State Division both produced seven AP Certificates, yet Garden State Division has 20% more members. By all measures, Seacoast Division NMRA members demonstrated good work this year. Let's keep up the pace! Larry Cannon

Notice for Fall Meeting @ Stratham NH Firehouse

Seacoast Division Fall Meeting
Saturday, October 18, 2014
10:00-12:00/4:00
Fire House
2 Winnicutt Road
Stratham, NH

All NMRA members, prospective members, and guests are invited to the fall meeting.

Clinic Topics:

Achievement Program: Earning the Golden Spike Award by Erich Whitney. Erich will describe his recent experience in having his application for the award reviewed.

Operations 101 by Mike Grahame. Mike and others will prepare participants to have fun operating on some local (very handy) layouts after lunch.

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 railroad topics to pose to others. Take advantage of the cumulative experience of all of the attendees to make your modeling experience more enjoyable.

Social Time: Between activities, take time to meet and talk with other attendees. No telling how you can help each other out.

Bring a snack or, at your convenience, buy refreshments at a nearby food vendor.

Special Layout Tours and Operating Sessions (Noon until 4 pm):

View Tom Oxnard's layout based on the B&M. Tom's layout has appeared in Model Railroader.

Operate on, or just view, any and all of the following layouts:

John Newick's 3-tier, N Scale, Central Maine and Aroostook RR (5-6 operators)

Mike Grahame's bi-level UP and SP Eastern Division (4-5 operators)

Dick Fralick's New Haven (3-4 operators)

Share the Fun of Model Railroading.

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

Next Meeting: Saturday, January 10, 2015, 10:00am-2:00pm; The First Congregational Church, United Church of Christ, 301 Cottage Road, South Portland, Maine *Mark your calendar and save the date!!*

Board of Directors Meeting Notice and Agenda

The Directors will meet October 18 from **9:00 a.m. until 9:45 a.m. at the Stratham NH Firehouse, 4 Winnicutt Rd, Stratham, NH 03885**. They will hear standard reports from officers and committee chairs, progress of the Nominations Committee, discuss committee recommendation regarding a proposal to offer a summer education program at the Wakefield Heritage Museum in 2015, 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.

Board of Directors Summer Meeting Summary by Chip Faulter, Secretary

The Seacoast Division NMRA Board of Directors (BOD) met for its normal quarterly meeting just prior to the Seacoast Division Member's Meeting on August 2, 2014 at the Great Falls Model Railroad Club.

Highlights from the standard reports include:

- Growth of the Seacoast Division by 9 members during the second quarter of 2014,
- Continued improvements to the Division website and
- Continued member progress in the Achievement Program.
- Other items of note include the final report of the 2013 Financial Audit,
- A proposal to develop and host a model railroad-ing Boy Scout merit badge and/or summer camp program at the Union Railroad Museum in Union, NH
- The potential for the Seacoast Division NMR website to host information from other model railroading entities.
- For a complete copy of the BOD minutes, please go to the website.

[CTRL + Click to go to 2014 Summer BOD minutes](#)

Treasurer's Report by Tom Coulombe

Seacoast Division NMRA's third quarter financial results are like no other in the history of the division. In July, the NER paid one-half of the profits of the Tracks to Lakeport 2013, the NER convention that Seacoast Division NMRA hosted last October in Laconia, NH. This happy event was followed by an unprecedentedly large distribution from the NER which was received at New England Diamonds 2014 on September 14. The NER Board of Directors met in early September and restated and refined its financial support policy for its 11 active divisions. As a result, the Division received its share of

- 1) the NMRA Rebate Remittances received in March and September 2014 and
- 2) half of the appreciation of certain assets owned by the NER.

On a smaller scale, the Division received:

- five subscription renewals,
- a private donation, and
- deposited in its operating account excess funds from Derry Model Railroad Fun Night.

Expenditures for the third quarter were minimal, so the Division's financial strength has more than doubled since the last quarter. The Board of Directors will hold a special planning meeting in November to consider how best to take advantage of this financial strength for the benefit of its members.

SEACOAST DIVISION NMRA Financial Report for 3rd Quarter 2014

Income

NMRA Rebate Remittance from NER	356
Tracks to Lakeport 2013 net profit share	2,872
NER distribution	488
Switch Tower Subscriptions Received	65
Donations	45
Derry Fun Night	63
Interest	1
Patches	5
Total	3,895

Expenditures

Newsletter	16
AP expenses	4
Equipment	19
Total	39

Cash Beginning	3,277
Receipts	3,895
Expenses	-39
Cash Ending	7,133

Editor's Soapbox by John C. Tyndall Sr.

- I appreciate the opportunity to add to my enjoyment of this hobby by incorporating all my interests in the hobby, including being able to keep my mind fresh by working with everyone on this newsletter. Thank You
- When I reentered the hobby a few years back I used the internet to find 'no cost' information. Readers are encouraged to forward links to me for insertion in The Switch Tower.
- Everyone should feel free to submit a line, paragraph or article for inclusion in future issues. Let the rest of us know of a good experience, a hobby shop opening or closing, an event we might be interested in, a link to your blog or website.
- I like Gatorfoam© so if you want to see all Gatorfoam© articles don't submit.
- This issue uses hyperlinks so that the reader can use the **Ctrl + Click** option to select an acronym (e.g.. NMRA) and jump right to a website for more information. e.g.. A GOOGLE search of NMRA returns 1,400,000 results in .15 seconds. Hyperlinks will narrow this down significantly.
- A source for [Gatorfoam©](#) for hobbyists is [Mike Myers](#). Mike has given show clinics, provided prizes and supported model railroading over the years along with being a great model railroader in his own right.
- [Model Railroader article on Gatorfoam©](#)
- [Layout Design and Gatorfoam©](#)
- [Images for Gatorfoam© and Model Railroading](#)
- [Modeling with Gatorfoam© by John C. Tyndall Sr.](#)
- [Railroad Line Forum's Gatorfoam© thread](#)
- [Model Railroad Design and Gatorfoam©](#)

I look forward to hearing from all of you. *Don't make me run Gatorfoam articles.* Ed.

NMRA InfoNet News DIGEST July-August 2014

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.

A message from Allen Pollock, Interim At Large North American Director -

I have just returned from the Board of Directors meeting held in Cleveland on July 11th and 12th. There were many topics discussed and acted upon, most of which will be covered in other venues, such as President Getz's column, board meeting reports on the web page and in the magazine. But one topic that deserves attention here, and in the other media mentioned above is the declining membership.

Programs and activities are in the works to address this problem. However, I believe that it is not solely the job of the membership promotional volunteers at the national level, as well as the regional and divisional folks. The most immediate attack on the membership decline lies with you and with me. We all know fellow model railroaders locally who for whatever reason don't belong to the NMRA. In many cases there is a confrontation or situation of long ago that happened to cause the member to not renew the membership, or deter this potential member from joining. Ironically, it was not a confrontation with the NMRA itself, but rather a situation involving another volunteer representing the NMRA which turned negative. I think we would do a great service to the Association to talk with these folks, try to determine their resistance to renew or join, and explain that most likely the original offending parties are no longer involved or the situations have now been corrected.

Another avenue to offer these folks is to simply enroll them as a member. That can be as inexpensive as the \$9.95 Rail Pass membership, or as elaborate at a full one year membership with the NMRA Magazine. There are some divisions already enrolling and paying for the Rail Pass for visitors to their meetings. Internal studies have proven that the retention rate for renewal of these memberships is surprisingly high. This is a great gift to offer to a potential member, and should get their attention that you are serious about the NMRA, and want to share that with them. If each of us reading this InfoNet News would commit to signing up one new member, regardless of who actually paid the membership rate, this situation would be turned around in very short order.

The demographic data available has told us that almost all membership organizations have a problem with memberships declining. This is related to the fact that young people prefer not to join groups, spend more time than previous generations

on electronic media, and are seeking instant gratification. While we may be able to convince these folks to join our NMRA at some point in the future with programs underway and directed at them, I think we should immediately address the potential members who form the group of age 45 on thru retirement. We meet these folks at divisional activities, conventions and train shows all the time.

I have signed up my new members, will you commit to sign up yours?

Allen Pollock Interim At Large North American Director

2019 NMRA Convention & Train Show Location

The NMRA Board of Directors, at their annual meeting in Cleveland, unanimously selected Salt Lake City as the location for the 2019 NMRA Convention and Train Show. The convention dates are 07-07-19 to 07-13-19 and the train show dates are 07-12-19 to 07-14-19.

Newly revised NMRA Web Page

Ben Sevier, NMRA Information Technology Manager, has announced the release of a new and improved version of the NMRA web page at www.nmra.org. Please visit this new web site and experience the many new features, functions and format of this important communication tool. You will be impressed with the new site.

FULL TRANSCRIPT OF MEMBERSHIP MEETING AVAILABLE ONLINE

On Wednesday, July 16, the NMRA held its Annual General Membership Meeting, which was combined with a "Meet the President" session. This meeting was packed with facts about the NMRA, its current state and its future as well as its programs, plans, and finances. A full transcript of this meeting is available on the NMRA website at <http://www.nmra.org/general-membership-meeting-july-2014> and includes member comments and questions, along with Board and Officer answers. We urge every NMRA member who is interested in the governance and future of the NMRA to read though this highly informative document.

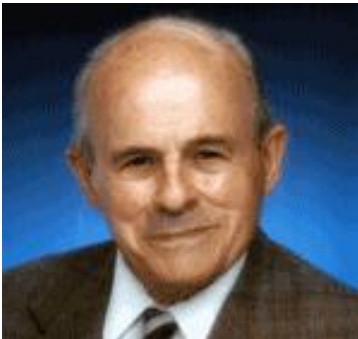


Lawrence "Dale" Edwards Sr.

Co-founder of Kadee®

February 1921 –September 2014

A True Pioneer in Model Railroading, Dale Edwards was the "D" in Kadee and his identical twin Keith was the "K".



The twins started Kadee in the mid 40's and created the first knuckle couple that actually looked and worked like the real ones. With several improvements on the original design, the Magne-matic® metal knuckle coupler became an instant hit. Today, the knuckle coupler is the de-facto standard in Model Railroading.

In, 1961 they designed and built the twin rail spiker that allowed modelers to lay their own track by driving miniature spikes over the toe of the rail holding it in place. In the 70's they began to produce a line of freight cars that were noted for their detail and accuracy in N scale. These Micro-Trains® were the finest detailed ready to run rolling stock built. In 1990 the twins decided to split the company with Dale taking Kadee with the HO couplers and larger and Keith with the Micro-Trains line N Scale and smaller. With the impending expiration of the coupler patent, Dale knew he had to create something innovative and "special" that would leapfrog the competition and began developing a brand new model of the PS1 40' boxcar. The work to create all the tooling for the molds and die making would take accuracy, detail and meticulous craftsmanship in order to have operational moving doors, see through roof walks and scale grab irons and ladders. This was once again, done ALL in house. Dale was also responsible for the creation of the "Whisker" coupler centering system he designed in the mid 80's. However, application of the Whisker stalled until 2006 when a suitable wire was created.

Dale had his hand in developing more than 40 patents and Kadee now manufactures couplers, components, HO RTR rolling stock and accessories made of metal and plastic in HO scale through G scale all made entirely in White City, Oregon.

Dale believed in the American dream, his employees and vision to make the best possible products with the quality people he employed while doing so all under one roof as to not sacrifice quality nor lose control of supply chains.

Dale was preceded in death by his older sisters Wilda and Nathie, older brother Al, his wife Grace and twin brother Keith.

His five children Larry, Jacque, Bonnie, Melinda and Doug and his many grandchildren will miss him greatly.

Dale's legacy and business Kadee will continue manufacturing America's finest model railroading products for years to come. Because that's the way he wanted it!!!

May God Bless Dale as he fulfilled his love of trains which was his passion, his life and legacy.

Written by Alan Vezzani, President/GM of Kadee Quality Products Co. and reprinted here in its entirety. Ed.

Timetable

Oct. 5	Pepperell Siding MRC Show and Open House	Pepperell, MA
Oct. 10	Derry Model RR Fun Night	Derry, NH
Oct. 18	Seacoast Division NMRA Meeting	Stratham, NH
Nov. 1	Great Falls MRR Club Train Show	Auburn, ME
Nov. 9	Seacoast Division NMRA BOD meeting	Cumberland, ME
Nov. 14	Derry Model RR Fun Night	Derry, NH
Nov. 28-30	Tour de Chooch	MA and NH
Dec. 6-7	New England Model Train Expo	Marlborough, MA
Dec. 12	Derry Model RR Fun Night	Derry, NH
Jan. 9	Derry Model RR Fun Night	Derry, NH
Jan. 10	Seacoast Division NMRA ANNUAL Meeting	S. Portland, ME
Jan. 24-25	Amherst Railway Society Railroad Hobby Show	Springfield, MA

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

New Members

Timothy Reed, Henniker, NH
 Gerald Covino, Hollis, NH (relocation)
 Matt Keiser, Somersworth, NH
 Brenda Leslie, S. Casco, ME
 Joe Brodbine, W. Chesterfield, NH
 Jack Lutz, Portland, ME
 Rob Selberg, Portland, ME

2015 NMRA National Convention



<http://www.nmra2015portland.org/>

The Mooers Junction Railroad an N Scale Layout

I have a unique opportunity in my modeling of my N Scale Mooers Junction Railroad. A large part of my family was born and raised near this small village in upstate NY. So upstate it is actually within a half mile of Canada. My cousin Larry Marnes grew up and lives there still today. Larry has written a book entitled "Mooers Junction Memories" [See Denpubs article.](#)

Larry had the enviable childhood of growing up in Mooers, NY and hanging around the depot with all the railroad men and their stories.

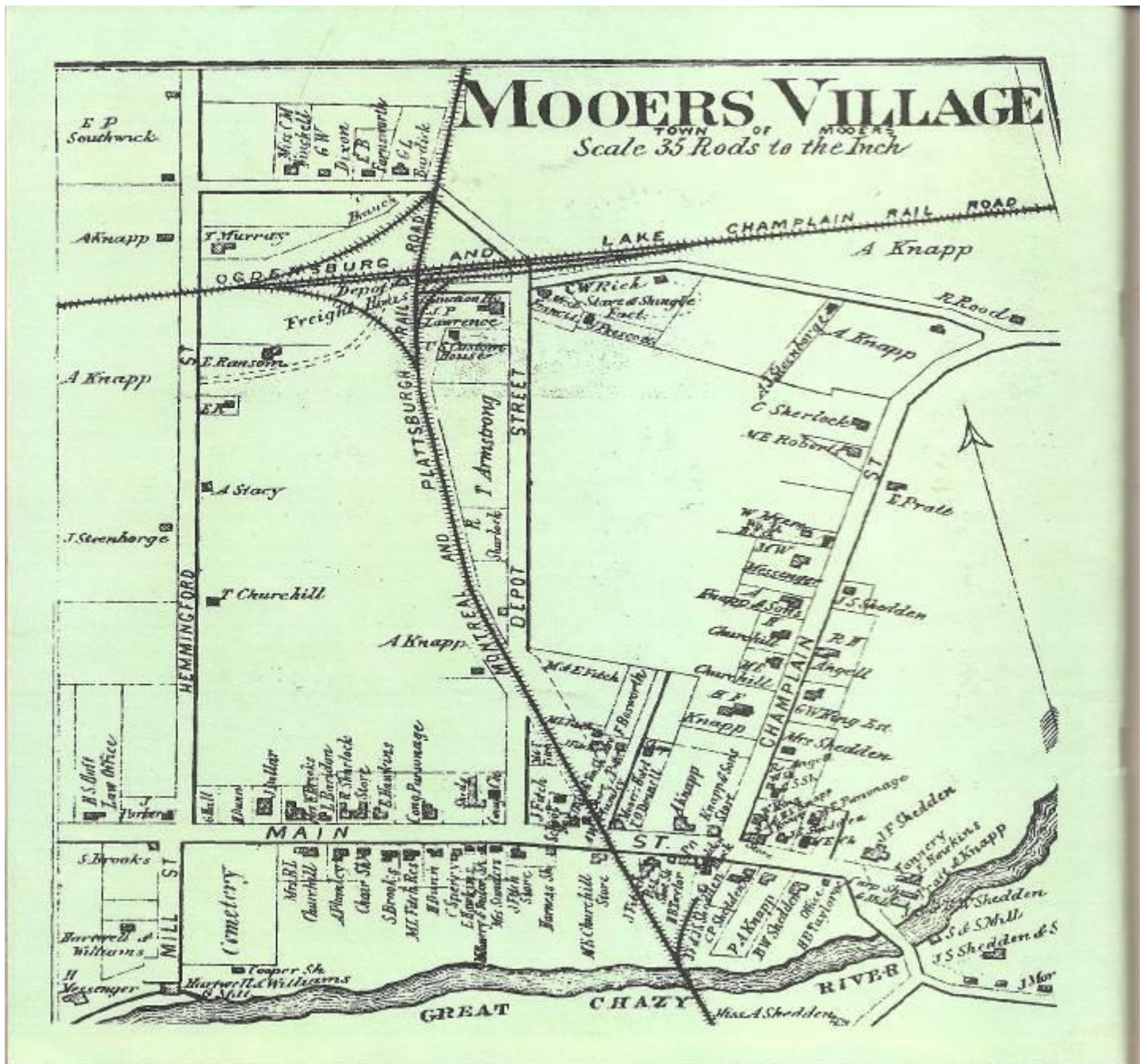
Larry has bought and beautifully restored the depot. [See Press Republican Article](#)

What I love most is that even though I am modeling in N Scale, with its limited availability of 'MY' rolling stock, is that I can imagine a 'what if' and model as if the JCT still lives. It is amazing the amount of history that has been documented and can be found thanks to the internet.

For me, as for countless others, model railroading is not just "plays with trains" but a hobby that involves history, dreams, heritage and fond memories of grandparents, parents and stories from our past. Real and imagined.

Thanks for sharing and making memories with me.

John C. Tyndall Sr.





Seacoast Division NMRA Leaders

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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 one of the publication dates (January 1, April 1, July 1, and October 1)



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