



# The Switch Tower

Vol. 24 No. 2

April 2017

Seacoast Division NMRA [www.seacoastnmra.org](http://www.seacoastnmra.org)



**Seacoast Division NMRA Spring Event**  
**Saturday, April 8, 2017, 10:00am-2:00pm**  
**Rochester Community Center**  
**150 Wakefield Street, Rochester, NH 03867**

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New Brunswick Southern in Mattawamkeag getting ready to switch Kirby Top photo . Bottom Photo Mattawamkeag Sub Ties getting staged . Taken 3-23-2017 by Harry Gordon



Enjoy a trip through the [Seacoast Division's Web Site](http://www.seacoastnmra.org).

## The President's Lantern by Erich Whitney

I would like to begin this issue with a big Thank You to the Seacoast Division NMRA Board of Directors for choosing me to lead our division for another term. Our January meeting reached a new level of participation for a quarterly meeting of 47 attendees. So big, in fact, that we had to move the meeting to the church gymnasium! I hope those in attendance will agree that our program was a lot of fun. I believe our program is one of the most valuable in the NER and it is my hope that together we can make it even more successful for many years to come! If you've been reading my column you have probably sensed a theme in my message. Suffice it to say, I would like to see more member involvement, bringing new energy, new ideas, and more help to our program.

Going along with our motto to share the fun of model railroading, I thought I'd share what I've been up to. First, I have to say that I am giddy as a schoolboy with the excitement of the NMRA National Convention in Orlando, Florida the week of July 30<sup>th</sup> through August 6<sup>th</sup>. I have registered for the convention, two operating sessions, and two hands-on clinics as well as the convention banquet. In addition to OP-SIG, I'm hoping that the LDSIG folks announce their plans soon also. You see, my introduction to the NMRA was the Hartford NMRA National Convention in 2009. I didn't get to attend the convention but I was able to attend the National Train Show with my family and the Youth in Model Railroading module group. I knew from that experience that I had "found my people" and I became an NMRA member that year. I didn't fully appreciate NMRA conventions until I was talked into attending the Green Mountain Division's Champlain Flyer NER convention in Burlington, Vermont in 2010. I have been to every NER convention since and I was crazy enough to actually volunteer to chair our 2013 Tracks to Lakeport NER convention in Laconia. But I have yet to attend an NMRA National Convention. So this is the year! And I'm already eying Kansas City for 2018, but I get ahead of myself. Between Orlando and Kansas City is our next NER convention in Newport, Rhode Island in November. As luck would have it, my daughter is attending college just a couple miles away at Roger Williams University. I'm really hoping she can at least take a break from school long enough to attend some of this convention with me. I am so fortunate that my

wife and daughter are such fine modelers—I dare say I have a lot to learn from them.

So why do I get so excited about conventions? It's simple really, they're a blast! In addition to what I've learned in the clinics, operating sessions, layout tours, and prototype tours, I've met a lot of people like myself who love trains--some have forgotten more than I'll ever know. I have not yet built my basement layout but I have been busy modeling in the basement, working on modules, building cars, structures, playing with DCC projects, learning JMRI, and generally enjoying all things trains. I've also spent a significant amount of time researching the history of the B&M in Derry, the logging railroads of New Hampshire, and many other interesting railroad tidbits. I can't get enough of this stuff!

I hope to see you at our next quarterly division meeting in Rochester, New Hampshire on April 8<sup>th</sup>. Come enjoy some great clinics, good company, and remember to share the fun of model railroading!!!

Sincerely,  
Erich Whitney



CMQ SD 40-2f Cedar Lake RD Top photo Track equipment on the New Brunswick Southern waiting for spring. Harry Gordon photos



**Seacoast Division NMRA Spring Event April 8 2017**

Come to the spring event at the Rochester Community Center 150 Wakefield St Rochester NH  
The meeting will be held in Conference Room #1, located just behind the main office. This room is handicap accessible.

All NMRA members and any persons interested in becoming an NMRA member are invited to the Spring meeting of the Seacoast Division NMRA in Rochester, New Hampshire.

**Clinics and Presentation Topics:**

**Styrofoam Layout Construction** by Rick Mills. Layout construction using Styrofoam as an alternative to plywood. Rick's presentation will cover benchwork, attaching Styrofoam, tools to use and tools to avoid, track laying, and starting scenery above and below grade. The presentation will include a sample section for demonstration.

**Layout Planning and Construction** by Rich Breton. Rich will discuss the planning and construction used on his Potomac Valley HO scale B&O railroad. From early planning, construction techniques, overcoming obstacles and delays, special effects, wiring, controls, scenery techniques, showing history and progress towards completion, this presentation will offer tips and helpful advice to use in building your layout.

**The Southern Pacific Through The Donner Pass** by Chris Oliver. Chris will give us a presentation showing his HO scale around-the-walls-multilevel model RR representing the Southern Pacific mainline crossing of the Sierras during the early 1950s. The layout goes from Colfax east towards Donner Pass and down to Truckee, filling a 34 x 46ft room. The layout features fully automated DCC based prototype operations over 1000+ ft. of double track mainline and staging. All locos have sound. All signals (ABS and CTC) are approach lighted and operate as per the prototype. Track work is about 75% complete. Scenery work is just beginning. There are no structures yet.

**Show and Tell and Ask:** Participants are encouraged to bring examples of their modeling to show to other attendees for educational purposes (two-way!) and also any 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 Spring Event organizer, Tage Erickson, with any questions or information about your showing.

**Layout Tours:**

**Chris Oliver's Donner Pass HO scale Model Railroad:** This large fully automatic museum type layout shows realistic mainline trains running through Donner Pass, with prototypical grades, with five full levels (no helix!), with well over a thousand foot two track HO scale mainline. A must-see layout located nearby in Rochester! Directions will be provided at the meeting.

**Heritage Park Railroad Museum & Model Railroad Open House:** Open from 12:00 noon to 4:00 PM. View the 1909 era Boston & Maine HO Scale Model railroad in the restored 1875 Freight House, tour the restored 1902 Russell Snow Plow and the new 1950 era Boston & Maine Caboose. Visit the restored 1911 Boston & Maine Railroad Station housing railroad artifacts. Driving time is less than 20 minutes from Community Center. 282 Main Street, Union, NH. See website for short video tour:

<http://www.historicwakefieldnh.com/>

**FOR SALE!** There will be a table set up for any members that wish to buy/sell any surplus modeling items they may have. If you have any model railroad related items (loco's, rolling stock, buildings, etc.) that you don't need and wish to sell, you are encouraged to bring them to the meeting. Please put a tag on each item with your name and the asking price. Maybe one of your fellow members might be interested!

**Social Time:** Similar to the Winter meeting, there will be a 30 minute break for lunch and socializing. Bring lunch or a snack or buy refreshments at vending machines in the building or at quick lunch places near the Rochester Community Center. Some snacks and bottled water will also be available.

There will be a drawing for door prizes, too!

A Board of Directors meeting will follow the program at 1:30 p.m.

Come to the Spring Event and Share the Fun of Model Railroading!

**Next Event: July 15, 2017** in Auburn, Maine (Great Falls Model Railroad Club) *Mark your calendar and save the date!!*

# Seacoast Division Winter Meeting / Annual Meeting

Photos by Ralph Brown Captions by Chip Faulter



Tage Erickson was the emcee for the Seacoast Division NMRA Winter Member's Event. *Right photo*



Stan Jordan is a member of the South Portland Congregational Church and made the arrangements for the great meeting space. Many Thanks Stan. *Left photo*



Chuck Hastings (right) and Stewart Goodwin presented the status of the new Southern Maine Model Railroad Club and their module construction efforts. The club has recently formed and is looking for new members. *Left photo*



Seacoast Division NMRA President Erich Whitney presided over the Annual Meeting of Members. The Annual Meeting occurs at the Winter Event. The main agenda item is election of 3 directors each year. *Right photo*



– Tom Oxnard MMR is giving an EduTRAIN presentation titled "The Pursuit of Realism" authored by Lance Mindheim. All of the EduTRAIN presentations can be found on the NMRA.org website *Left photo*



Rich Breton discusses powering Atlas turnout frogs. He stated that this presentation was a "teaser" for his clinic at the Spring Event in Rochester, NH. *Right photo*



## Seacoast Division Winter Meeting / Annual Meeting

Photos by Ralph Brown Captions by Chip Faulter



– Bob Bennett presented two scratch built structures during the show and tell segment of the program. One is of a milk station and the other of Tompkins Filling Station, the prototype of which is located at the Boothbay Railway Village. *Left and right photos*



– Chuck Cole presented his model of a sanding facility created from an old Campbell Scale Models kit. *Left photo*



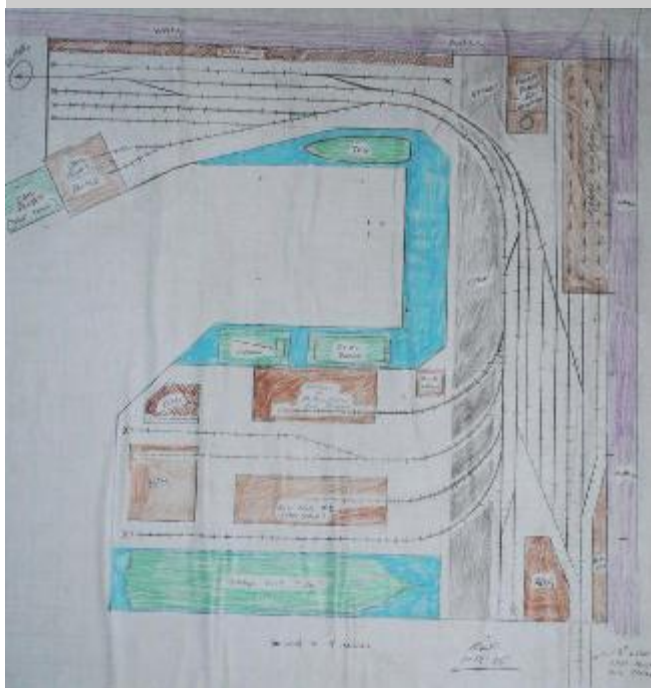
– Tom Oxnard MMR presented his scratch built version of the Exeter Brass Works created using Monster Modelworks brick sheet. The original building was built in 1865 and modified many times over the years. Tom used Micro Lumina products to add lighting effects. *Bottom photo*



*Editors Note* These are great examples of the modeling ability in the division . If you have not been to a meeting , you are missing out on some great models and tips on building them.

## Seacoast Division Winter Meeting / Annual Meeting

Photos by Ralph Brown Captions by Chip Faulter



Chip Faulter is presenting his plans to expand his layout to include a large waterfront scene based roughly on Portland, ME. Photos left and right are Chip and his plan, on the plan it said winter expansion 2017 at the Spring meeting ask him how far he got



These are B&M and CV boxcars intended for carrying grain. Paul Lessard discussed the way the railroads used these cars and modeling tips targeted at grain movement. Above photo

## Portland-Lewiston Interurban Talk at Portland Public Library

On Wednesday, April 19, the Seashore Trolley Museum will present a program at the Portland, Maine Public Library, 5 Monument Square, on the history of the Portland-Lewiston Interurban Railway during the period from 1910 to 1933. The program will include information on the restoration of the interurban rail car *Narcissus* that Theodore Roosevelt rode as a passenger. Phillip Morse and Donald Curry will be making the presentation. Donald Curry is the lead restoration technician at the Trolley Museum and is leading the volunteers who are restoring the 1912 PLI, *Narcissus*. Philip Morse is the *Narcissus* project manager. The best link for more information on the *Narcissus* project and the PLI is through the *Narcissus* project blog [www.narcissus1912.blogspot.com](http://www.narcissus1912.blogspot.com) - Since the blog was first started in April 2015 there have been more than 68,000 total views, which indicates a growing interest in the *Narcissus* project.

The Portland Public Library program takes place at noon and is free. It is suggested that you bring a lunch. FMI: call [207-985-9723](tel:207-985-9723) or visit <http://www.trolleymuseum.org/>



## The Next Problem: Build an AP bridge

Text and photos by Bruce Robinson



The next problem: Build a bridge for the AP Structures Award. But I had all ready built a bridge for my AP Civil Certificate. This bridge was an up-graded Micro Engineering through girder bridge that was needed to support the gantlet track built to meet the requirements for the Civil Certificate. The module that was built measured 8" wide by 60" long and was fully scened. It was a nice bridge but I didn't need a gantlet tracked bridge on the Valley junction Railroad and it was constantly in the way as it was moved around the basement until finally the point of "This thing has got to go!" had been achieved.

The HUB Division's Marlborough Show was coming so the gantlet track orphan was loaded into the truck and driven to Marlborough. The module didn't make it to the white elephant table before it was sold for \$40. Happy day! Or was it?

Fast forward a few months and look up the requirements for the AP Structures certificate that require the construction of a **BRIDGE!** I have photos of the sold off bridge but not the actual bridge.

The Long Branch has several paintings and other art work by local artists on display bridge to be judged for the AP Structures certificate. Now another bridge has to be constructed. We'll go to breakfast at the Long Branch Restaurant in Raymond, NH and think this problem over. and the booth we chose to sit at was under an oil painting of a wooded scene with a **BRIDGE!** This bridge was a single arch stone bridge over a small rock strewn stream that is located somewhere in rural New Hampshire. There is another single

arch stone bridge I am familiar with located on Route 27 in Rockport, MA. I had photographed this bridge years earlier but could not locate the slides (remember them?) so a trip to Rockport was in the offering to take digital photos. So, the process is moving along to the conclusion that the new bridge will be a stone arch bridge that will carry a road. The next problem to solve was the "where do I build the bridge?" A previous location to build a wood auto bridge over a main track did not work due to the lack of enough height to clear the track. A new location needed to be found. The area (32 square feet) being up-graded to meet the requirements for the AP Scenery certificate would be a logical choice but the only cut located there did not have room for a road to cross over the descending tracks. The solution will be to build the bridge as the end of a disconnected road that has been abandoned (to be used only for railfans taking train pictures as the Valley Branch Lines local passes beneath).



*The cut over the Valley Branch Lines main to be the location of a new stone arch bridge*

The process of building the new stone arch bridge began with making a cardboard mock-up to see if the bridge would fit and look somewhat logical in this setting. Clearances were extremely tight but workable (the excuse being that this old bridge was built at the dawn of railroad history and would remain a choke point into the modern era as depicted on the 1960 modeled era.

## The Next Problem: Build an AP bridge

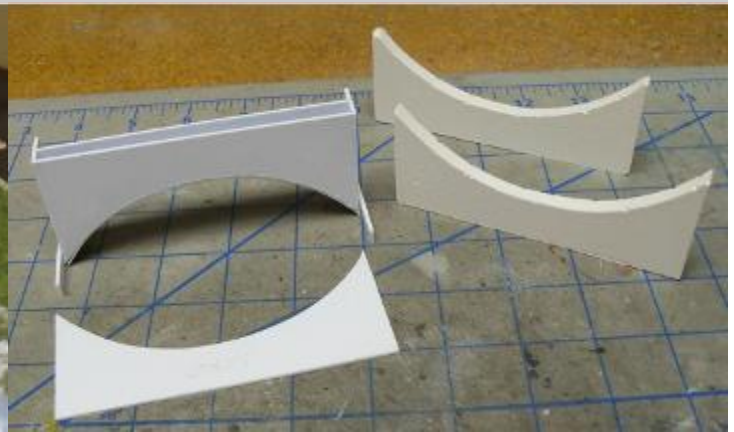
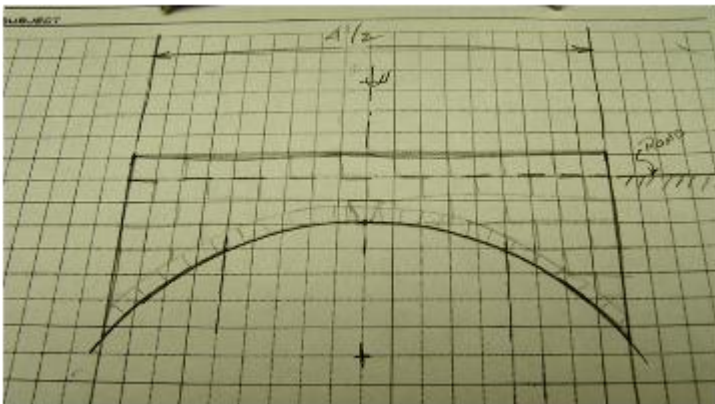
Text and photos by Bruce Robinson



*A mock-up showed that a stone arch bridge would work at this site.*

With the plan to locate a stone arch bridge over the Valley Branch Lines' main line deemed workable it was time to start building.....or maybe thinking about how to build the bridge. The idea to build a "box" out of styrene and covering it with a stone wrapper was investigated but it was determined a better way to do this was to cast the bridge in plaster. The castings could be made easily and then could be carved and stained to represent granite blocks.

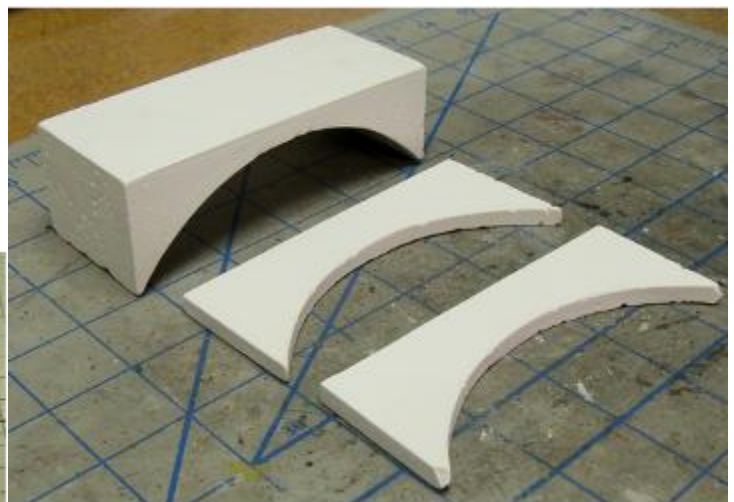
The molds were made from .040" styrene that was cut to shape from a pencil drawn template. The template gave the overall length and the curve of the arch. A two sided mold was made for the arches and another mold was made for the center structure. Hydrocal plaster can then be poured into the molds to make three parts: two sides and one center section.



*Two sided mold for the two arches that were required (think right and left sides)*



*The center section mold and cast piece*



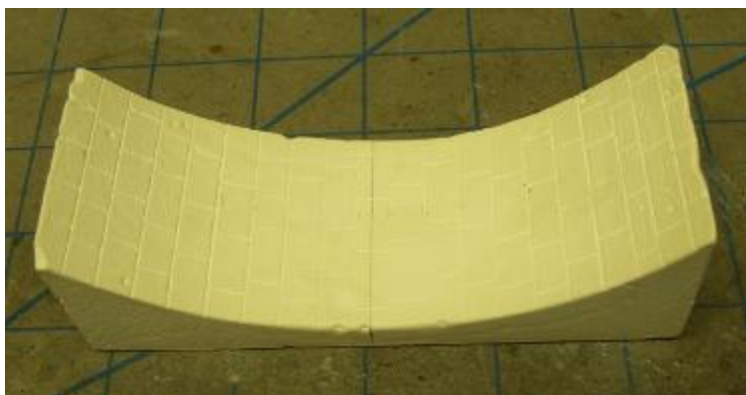
*Here are the three cast pieces needed to make up the bridge.*

*A paper template was made on graph paper to get the right size and proportions*



## The Next Problem: Build an AP bridge

Text and photos by Bruce Robinson



*The center casting was laid out with pencil lines that were drawn to represent granite blocks roughly 2'x4' then scribed with a small screw driver blade into the hydrocal castings. Note the center line that will line up with the key stone on the side arches*



*Here are the three cast pieces needed to make up the bridge.*



*Assembly consisted of gluing the three castings together with white glue.*



*Finished stone arch bridge ready for installation. Additional weathering was added after installation using chalks.*



*The finished bridge installed on the layout. Telldaes, a rutted road with guard rails and vegetation and touched up ballast were added to complete the scene.*



This photo of the stone arch bridge in Rockport, MA at Granite Cove was the inspiration to build the model. This bridge is in everyday use to this day (2017).

## Putting New Life in an Old Engine

By Mike Pedersen

After a several year lapse after high school, when I began model railroading again as an adult, one of the first engines I got was an AHM 0-4-0 switcher that was based on the Pennsylvania Railroad A-5 class. It ran well and has remained one of my favorite engines. Unfortunately, when I converted my layout to DCC it needed to be set aside. Now, as I have become more familiar with DCC and the progress that has been made, I began to look at the possibility of upgrading my 0-4-0; in particular because I model the steam era circa 1929 and have a location with a freight station, coal and water stop and a commercial coal yard, with a single stall engine house behind the freight station for an assigned engine to handle the spotting of hopper cars. There is a switchback leading to the coal yard dump trestle that can handle only a small engine and single car. In 1929, 0-4-0s were already mostly obsolete and I figured this would be a great spot for a small, old engine to do this light work.

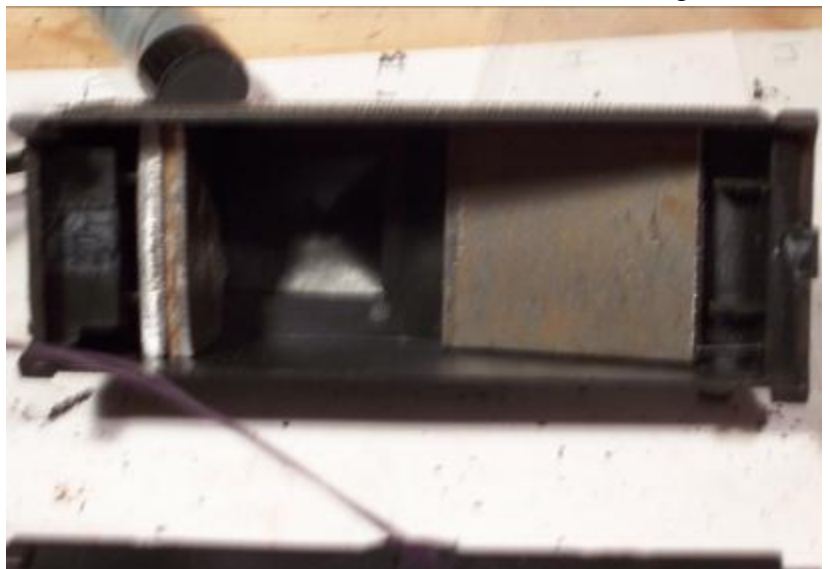


I took the engine apart and examined its components. It did not have a metal frame, so isolating the motor would not be a problem. Plus, the motor was not a noisy, open frame motor, but rather a much quieter enclosed motor. After checking dimensions online, I figured I could install a Tsunami 1100 series decoder and a 3/4" speaker with enclosure in the slope back tender. I would even have room for the capacitor Tsunami supplies with their decoders to eliminate power interruptions over switch frogs and rail gaps. One of the first decisions was where to take the power feed from. The engine has pickups on the drive wheels that link by short wires to the motor terminals. The tender is completely independent. I decided to use the existing pickups, because using the tender

trucks would require replacing the trucks, adding wipers on the axles and wiring from the trucks to the decoder.

Next, I had to deal with the weight in the tender. It was a loose piece of steel in the bottom of the tender that was about 2.75"x1.25"x.12". I needed to keep weight in the tender but I needed to move it because I needed to mount the speaker against the bottom. I cut the steel in half and then cut one half in half again with a hacksaw. I super glued the large piece against the slope back of the tender and I glued the other two pieces against the inside of the doors of the coal bunker.

Since the speaker installation would be the easiest part, I tackled that next. I assembled the speaker chamber per the Tsunami instructions. Because of space restrictions I only made a half chamber rather than a full chamber. I determined the best location for the sound chamber on the bottom of the tender, marked it and then drilled eight holes



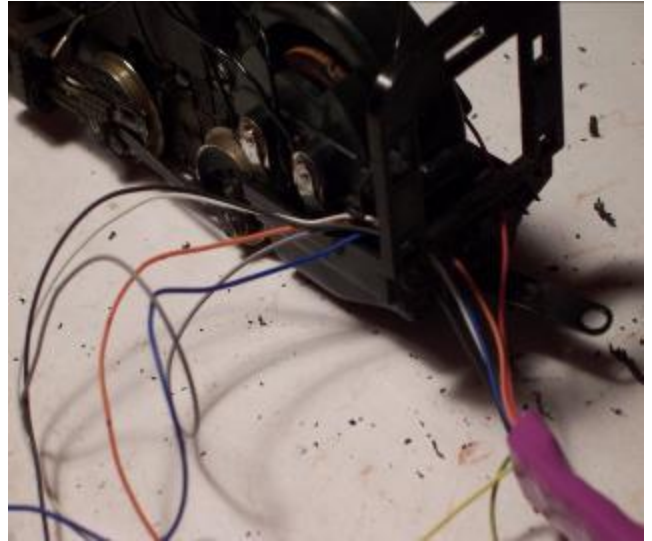


## Putting New Life in an Old Engine

By Mike Pedersen

through the bottom with a #39 drill for sound transmission. Then I fed the speaker wires through the holes in the top of the chamber and, maintaining the polarity indicated in the instructions, soldered the wires to the proper terminals on the speaker. When the solder had cooled, I pressed the speaker into the sound chamber, added the gasket and installed it on the bottom of the tender.

Six wires from the decoder needed to be fed to the engine: two for power pickup, two for the motor and two for the headlight. The bottom of the tender is held in place by two small tabs at the rear and one larger, center tab at the front. I measured the wire diameter and decided that the best way to feed the wires was to increase the depth of the slot the tab of the tender bottom went in by .030". I deepened the slot using a chisel blade in an X-acto knife and checked the depth with a vernier caliper. The rear of the engine did not have room to put one large opening to feed all the wires through, so I drilled a separate hole for each wire using a #61 drill. The power feeds went through the outermost holes. Since all the other connections were on the left side of the engine, I drilled the other four holes on that side and paired them so the motor wires went through one pair and the headlight wires went through the other pair.



So that I wouldn't run the risk of messing up the motor connections or melting any of the plastic parts with the soldering iron, I cut the feeds from the pickups to the motor at about their halfway points. After stripping about 1/4 " off each wire end and tinning them, I soldered the pickup wires and the motor wires to the corresponding wires from the decoder. I cut the headlight wires as close to their motor connecting points as I could and then trimmed the small pieces that were left so they could not touch something else and cause a short. Then I stripped and tinned the ends of them and soldered them to the headlight and common wires from the decoder. After pulling on each joint to ensure it was solid, I protected them by wrapping them with small pieces of Frog Tape. After pulling the excess wire out of the engine toward the tender, I reinstalled the locomotive cab and boiler.

Finally, I installed the capacitor that Tsunami supplies with all its decoders. I didn't want to cut and re-solder the common wire, so I stripped a 1/4 " portion in the middle of it and soldered a short pigtail to it. Then I soldered the pigtail and the yellow/green capacitor wire to the proper terminals on the capacitor and protected them with Frog Tape. I carefully gathered the excess wires and folded them into the space in the tender and pushed the decoder and capacitor into the coal bunker space in the tender, inserted the tender bottom and the job was done. I placed the engine on my layout, selected it using the factory default address and determined that everything functioned as it should.

This was the first time I had installed a sound decoder, and the size of the unit led to some interesting problems more like an N-scale than an HO-scale installation. Having completed the job successfully I am pleased with the skills I have developed and that I now have a favorite and unique engine back on the tracks.



# Enjoy Fun Operations Coming up on May 6th

## BY Dave Sias

Your Seacoast Division will again sponsor a “FUN Operations Day” in Meredith, NH on Saturday, May 6th, start time is 10AM. This is a very low key opportunity to take part in operating on two layouts in a relaxed and fun atmosphere. You will run on one layout in the morning and on the other in the afternoon. We especially encourage those who have not done much operating but would like to find out how much fun it is without the stress of a formal session.

The two layouts that will be used have hosted many operating sessions. Both model the White Mountain Division of the Boston & Maine Railroad. On Dave Sias’ layout the time date is 1954 and all the trains which ran then are re-created. If you’re on the crew at the Concord yard you might want to pick up your cup of coffee and head across the yard (well actually, you will have to duck under a section of the layout - sorry - hope you don’t spill your coffee) to the yardmaster’s office to pick up your orders for the day. First duties are to sort a few remaining cars in the yard onto outgoing trains. This doesn’t take long and is uncomplicated. Your assistant will be working the passenger side of the yard which includes a few industry sidings. You will work together to set up the trains. Pick your assistant carefully - some of these guys can be ornery and think they should be the yardmaster.

It doesn’t take long for the pace to pick up a little. The switcher in Lakeport has been on duty a while and is soon headed to Concord with a few freight cars. Before it arrives from the north, the early morning Paper train will depart Boston (staging) and arrive at the station train shed from the south. There is a baggage car dropped by the Paper train which must be spotted on the station siding. The day continues as the Alouette, the Milk Train and the Kearsarge come into the passenger train shed. A little

later in the morning the long through freight extra arrives with at least 8 cars for Concord. Again, the Yardmaster and assistant work together to spot the cars, and remember, don’t take any more guff from that assistant than you want to.

Like being out on the road rather than stuck in a yard? Then put in for the Kearsarge run down from Woodsville. You’ll be firing up an old Atlantic, #3235, one of the oldest steamers on the railroad in 1954. But, she runs good and she’ll get you home if

you treat her nice. Check with the dispatcher for clearance to Plymouth and take a look at the semaphore signal before you release the brakes and pull back on the throttle.

There’s nothing quite like the bark of the steam chuffs as you pull out of the station in the early morning, heading up the hill to Plymouth

Starting your day way up in Lincoln on Bruce Rey-

nolds’ layout is a popular choice. You are now about 20 years earlier in time; it is the 1930’s and just about all of the motive power is steam. You and your fireman are about the only people moving around Lincoln at this hour of the day, so you will need to get the fire started in the boiler or, if you are lucky, the 44-tonner will be working. There are a few empty bulkhead flats to pick up and then the combine which still does attract a few passengers. Clearance to move down the Pemi Branch must be obtained but then you can enjoy the ride. Just don’t get in trouble by exceeding the 5mph speed limit on the trestle.

Experienced engineers might put in for the oil train. Coming out of Rochester, NH, this train deliv-





**Operations May 6th****Dave Sias**

ers oil tankers to most of the towns on the line. You have to know a little about the track configurations in Lakeport as you maneuver your train through that town, but the friendly yardmaster there is easy to deal with. As a matter of fact, he is often asleep in the



freight house (or over in the crew lounge, eating cookies). So, you'll have the run of the yard as long as you watch out for the arrival of the Alouette. The snooty engineer on the Alouette will let you know with a series of horn blasts if you get in his way, and that will wake up the yardmaster from under his desk in the freight house, and that will lead to a report to the superintendent, and so what, you are already on your way out of town headed up the hill for Ashland. Don't miss a quick look at the day-tripping model "A"'s at the farmhouse on the right in Winona.

It's really a lot of fun to run a railroad and we operate the trains, the right way or the wrong way, with equal enthusiasm and kidding around. Hook up with a couple of model railroading friends, give Dave a call at 603-279-4553 or email to [LNDSIAS@gmail.com](mailto:LNDSIAS@gmail.com), and let and let us know you're coming to enjoy a relaxing, informative and FUN time together. All are welcome!

**Come to Derry NH Fun Night****Bruce Robinson**

Seacoast Division of the National Model Railroad Association is running their Derry Fun Night program again in 2017. The program is held the second Friday night of each month, 7:00-9:00pm, at the Marion Garish Community Center, 39 West Broadway, Derry, NH.

For the last five years or so members of the Seacoast Division in the Derry, NH area have been putting Derry Fun Night together for the benefit of fellow modelers whether they are NMRA members or not. Derry Fun Night has grown into a community outreach type of program attracting Seacoast Division members, Hub Division members and modelers from the surrounding communities.

The programs offered have run a wide gambit of topics including soldering, structure building, photos trips to railroads near and far, scenery techniques (the most popular was building a static grass applicator for \$5.00 worth of parts), casting small parts and How the Hoosick Tunnel was built.

All these presentations were put on by modelers just like you and me and were done to "Share the Fun of Model Railroading". Derry Fun Night needs you, the Seacoast Division member, to support the program. How can you do this? Simply come to the meeting and bring with you ideas of what you would like to see or do and, better yet, offer to present a program to share with the other modelers that come every month.

So, come on down to Derry the second Friday of each month, bring a model to display at the Model Showcase table and Talk Model Railroading!"

The April DFN will be using soldering irons as Tom Oxnard explains how to use jigs. You will need to bring your own soldering iron for this presentation. If you are interested in model trains and would like to join other like-minded hobbyists from beginner to expert for a fun evening program come to Derry Fun Night the second Friday of each month.

For additional information go to the Division's website at [seacoastnmra.org/calendar](http://seacoastnmra.org/calendar).

April 14- Tom Oxnard: Making and using jigs

May 12- David Emery: Building masonry structures

June 9- TBD

## NER NEWS by Chip Faulter

Significant activity continues in the Northeastern Region (NER) of the NMRA! While most members have little or no actual interaction with the NER NMRA, that group does the work behind the scenes that allows the region, that is the divisions, including the Seacoast Division NMRA to function. The most visual and probably most important function to the NER members is the creation and oversight of local convention teams that bring those great NER conventions to us every year. This year's convention is sponsored by the Little Rhody Division and will be held in Newport, RI November, 9-12, 2017. See their website at [newport2017.org](http://newport2017.org). The 2018 convention team is organizing the "Erie Limited" in northern New Jersey, and a team has been formed to investigate a 2019 convention in central NY state hosted by the CNY Division and the new to the NER Lakeshores Division.

Speaking of the Lakeshores Division (LSD)....They represent 11 counties in western NY and were part of the Niagara-Frontier Region (NFR) until this past February. The Lakeshores division has about 100 members and were a "minority" division to the NFR as most of the NFR was in Canada. Since 9-11, it has become increasing more difficult for LSD members to travel across the border to attend NFR functions, most of which were held in Canada. After the LSD members decided they wanted to move to the NER, they had to petition the NFR, get their approval, then get approval from the NER and finally get approval from NMRA national at their most recent board meeting in February. This process took years but the NER welcomes them aboard with open arms.

There is another inactive division in the NER that is trying to get energized once again, the Maritimes Division, our neighbors to the north. This effort has been lead until recently by Canadian Maritimes Area Director to the NER Steve McMullin. Steve is a busy guy being an NER Area Director and a college professor, and has recently been elected President of NMRA Canada. Bob Henry is going to take over the effort of re-energizing the division. Stay tuned.

In other NER NMRA news that impacts Seacoast Division members, the USPS "lost" the first printing of those gorgeous new color hardcopy editions of The Coupler that many of you still receive. While a few of you may have received one from the original batch, most never made to their intended owner causing The Coupler Editor Jeff Paston to have to arrange for a second printing and mailing. The NER apologizes for the lateness of the January issue and Editor Paston vows he will continue to pursue the issue with USPS investigators.

From an administrative standpoint, the NER Board of Directors (BOD) has met twice in 2017 with meetings on 1/15/17 and 3/19/17. These BOD meetings are now conducted via electronic means saving the travel and time costs experienced by the NER BOD members in the past. Beyond those things noted above, the BOD is working slowly but surely on a Strategic Plan for the NER and President John Doebling is planning on presenting it to the membership at the NER Annual Meeting in November in Newport. The NER BOD is also starting to consider the election process for the next BOD. Historically, this has been done by paper ballot at significant cost. Some form of electronic balloting is being contemplated for the next election. President Doebling has appointed New Jersey Area Director Bob Dennis as the NER Vice President. This position has been open for some time. Bob will continue to be the NJ Area Director in addition to the Vice President role. Probably the most important function of the Vice President is to chair the Superintendent's Forum. This is a periodic meeting of all of the NER Division leaders to share best practices and solicit their input to issues impacting the NER. President Doebling also nominated Jim Rizzolo to fill the Membership Committee Chair position and NYC/LI Area Director Kevin Katta to fill the Nominating Committee Chair position. Kevin will continue to be the NYC/LI Area Director in addition to his new role.



## NER News by Chip Faulter

As a side note, the Seacoast Division NMRA has several members working in key roles in NER leadership. Ed Hinton is both the Seacoast Division NMRA as well as the NER NMRA webmaster. Peter McKenney is the NER Treasurer. Chip Faulter is the NER Secretary. Joe Santoro is the NER Investment Committee Chair, along with committee members Dave Sias and Bill Gaver. Finally, Ralph Brown is a NER Convention Committee member. The NER continues to look for members willing to volunteer and give back to the hobby we love. If you have any interest in volunteering at the division or region level, please contact one of the Seacoast Division directors.



CMQ coming to Brownville top photo  
CMQ Jackman yard same train on 3/7/2017 photos by Harry Gordon



## Maine Layout Tour 2017 By Peter McKenney

The 3<sup>rd</sup> Annual Maine Model Railroad Tour will be held **Saturday September 16, 2017**. The Tour is sponsored by model and prototype railroad groups and businesses. The organizers select a different territory in Maine for the Tour each year. Tour 2017 features a free, self-guided tour of model railroad layouts along the **US Route One corridor from Brunswick to Rockland, ME**. Layout descriptions, pictures, maps and direction will be available on the website prior to the tour date. For more information, go directly to the tour website at [www.mainemodelrrtour.com](http://www.mainemodelrrtour.com). Have a fun experience seeing model railroad layouts, sharing ideas and seeing the coast of Maine!



**HELP WANTED!** Please consider helping several other members of Seacoast Division NMRA organize Tour 2017. If you have or know of a model railroad layout or collection in the territory of Tour 2017, please let one of the local tour committee members know of it. Forward information to Chip Faulter. Also, if you would like to help Chip, Jeff Jacobs and others on the local tour committee, Chip would appreciate your help. In addition, we could use help with the Tour website and publicity. Seacoast Division NMRA members have made significant impact on the Tour since its inception. Let's keep it "rolling."



## Seacoast Division NMRA Engraved Name Tags Now Available

Please mail orders to Geoff Anthony, PO Box 187, Blue Hill ME 04614-0187.  
Make checks payable to SEACOAST DIVISION NMRA  
Please include your mailing address if you want it mailed.



You may have up to three lines on your name tag. Badges will be at cost to Seacoast Division NMRA (currently \$5). If you wish the tag mailed to you, add \$3.50. Otherwise, your tag will be handed to you at the next regular Seacoast Division NMRA meeting that you attend. Orders will be submitted to engraver in batches of a minimum of 10.

[illegible]

Send completed name tag to:  
Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ ST \_\_\_\_\_ Zip \_\_\_\_\_



## AP Report by Tom Oxnard MMR NH Larry Cannon MMR ME

From Larry Cannon in Maine , Per Peter McKenney's instructions I am holding his "Official" certificate for presentation at the July meeting. My only AP involvement since the January meeting has been helping the Maritime Division come up with a way to get some Golden Spike certificates for some people in the St. John area. Tom Oxnard has reported no activity in New Hampshire.

## New Members Welcomed Dave Sias Membership Chair

Conrad Struckman, Hollis, NH  
Nancy Struckman, Hollis, NH

## Timetable

April 2	Down East Model Contest	Saco ME
April 8-9	Mid coast Model Festival Owls Head Museum	Owls Head ME
April 8	Great Northern Spring Train Show	Dover NH
April 9	Dartmouth / Lake Sunapee Show	North Sutton NH
April 14	Derry Fun Night	Derry NH
April 19	470 RR Club Meeting	Portland ME
April 23	Hookset Model RR Show	Hookset NH
April 29	Great Falls Model RR Club Show	Topsham ME
May 6	Contoocook Depot Model RR Show	Contoocook NH
May 6	Sandown Depot Opening Day	Sandown NH
May 14	Derry Fun Night	Derry NH
May 13	Bartlett Train Show	Bartlett NH
June 9	Derry Fun Night	Derry NH
July 15	Seacoast Summer Event	Auburn ME



New Brunswick Southern at Oakfield Station 3/9/2017 . Harry Gordon photo

If you have some picture or stories you want in the Switch Tower , please contact me. I can always use members contributions. This newsletter is yours and needs your help and support. Do not forget that articles in the Switch Tower count for your AP certificate



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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](mailto: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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