



The Switch Tower

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July 1 2017

Seacoast Division NMRA www.seacoastnmra.org



Seacoast Division NMRA Summer Event
Saturday, July 15, 2017, 10:00am-2:00pm

Hosted by

The Great Falls Model Railroad Club

144 Mill Street, Auburn, Maine
04210

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Harry Gordon Photograph



FRA inspection train top photo crossing the east branch of the Penobscot. Left photo North end of Oakfield yard . Photos by Harry Gordon 6-27-2017

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

The President's Lantern by Erich Whitney

I know it's summer time and a good number of model railroaders are occupied with other activities. Are there things to do with our spare time other than model railroading? Huh, how about that? As it turns out, when I'm not in the basement I'm with my son and his scout troop. They recently asked me to step in as scoutmaster and I have humbly accepted the appointment. Just a week after our July quarterly meeting in Auburn, I'll be heading up to Griswold Scout Reservation in Gilmanton Iron Works, New Hampshire with the troop. My son is now on staff at Hidden Valley so this will be the first summer we won't be camping together—it's cool to see him growing with the program! And when we come back from camp, it's time for me to jump on plane and head to Orlando for the NMRA National Convention where I will be meeting up with a good number of our Seacoast Division NMRA members also making the trip! Not too long after we get back it's time to start thinking about the show season starting up, our quarterly meeting in Stratham, and before you know it we're headed to Newport, Rhode Island for another super NER NMRA convention! I am looking forward to all of this fun with you and our fellow modelers!

June saw the end of another great season of our Derry Model Railroading Fun Night. Bruce Robinson, our DFN Coordinator, handed out a really fun homework assignment to keep us busy until we resume our program in the fall. All of the June attendees were given a one square foot piece of Homasote and a very simple set of instructions to come up with a diorama in any scale to "tell a story". We'll get together in September and share our stories, pick some winners, and have a little fun doing something different. Thank you Bruce for the inspiration!!! I've already picked out my "story" now I just need to make some time to do some modeling!

Amidst all of this activity we have our fair share of organizational change to contend with. Recently, Ed Hinton, our webmaster informed me that he has a new position at his company which

means he's moving to a new location outside of our division. I want to give Ed best wishes on this new chapter in his life and thank him so much for all that he has been able to do for us in a short time. Fortunately, Steve Russo, our Assistant Switch Tower Editor, has volunteered to step in and help out with the web duties to keep us going. We can always use backups for any of the volunteer roles in our organization. So please think about what skills you have that could help us out. Like we love to say in scouting, many hands make light work. I'd like to think we can apply that principal to our all-volunteer organization and increase the opportunities for even more fun and value to our members. Please reach out to me or any of our directors if you would like to try your hand at helping out!

I hope to see you at our next quarterly division meeting in Auburn, Maine on July 15th. Come enjoy some great clinics, good company, and remember to share the fun of model railroading!!!

Sincerely,

Erich Whitney



*FRA inspection train Millinocket Yard
photo by Harry Gordon 6-27-2017*

Seacoast Division NMRA Summer Event

All NMRA members and any person(s) interested in becoming an NMRA member are invited to the Summer meeting of the Seacoast Division NMRA in Auburn, Maine.

Clinics and Presentation Topics:**How We Traveled To Maine** by George Barrett.

We are very fortunate to have one of our local area's great modelers give us a very interesting presentation on how travel was accomplished between the Boston area and the State of Maine during the "good ole days".

George is also the owner and operator of his business, "Sheepscot Scale Products". This will be a great presentation.

Bringing Model Electricity to Your Model

Town by Bruce Robinson. This presentation will include some basic information on how electricity is generated, distributed and delivered to a home or business and the methods used to make and install electric poles, wires and connections on any layout. This is great information for those of you that are adding finishing details to your layout.

How To Install Static Grass On Your Layout by

Tim Swenton. Tim Swenton of "Maine Model Works", will show us his methods and techniques that you can use to install static grass on your layout. We are all looking forward to this clinic and Tim will also have some of his scenery items for sale during the lunch period and after the meeting.

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 Summer Event organizer, Tage Erickson, with any questions or information about your showing.

Layout Tours:

Larry Cannon has once again volunteered to open up his layout for tours, following the meeting. Larry has been working hard on finishing much of his scenery on the layout. If you have never visited or haven't seen his "Otter Valley Lines" layout recently, this would be a great opportunity to do so. Directions to Larry's house will be provided at the meeting.

FOR SALE!

There will be a table set up for any members that wish to display any surplus modeling items they may have available for sale. 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 Spring meeting, there will be a 30 minute break for lunch and socializing. As in past meetings at this venue, lunch will be available on-site for purchase, or you can bring your own lunch or snacks. Also, please take some time to visit the many different scale layouts that are available for viewing at the Great Falls Model Railroad Club. If you haven't been here before, you will find this is a very special place.

There will be a drawing for door prizes, too!

**A Board of Directors meeting will
Follow the program at 2:00 p.m.**

**Come to the Summer Event and Share
the Fun of Model Railroading!**

Next Event: October 14, 2017 in Stratham, New Hampshire. *Mark your calendar and save the date!!*

www.seacoastnmra.org

SEACOAST SPRING EVENT by Tage Erickson

The Spring Event began with welcome remarks and introductions from Tage Erickson. The Division welcomed new member Jerry Clark, who is a transfer from the Sunrise Trail Division. Welcome aboard, Jerry! This was followed by opening comments from our Division President, Erich Whitney. Among several items, Erich discussed his recent decision to attend the NMRA National Convention in Orlando, Florida this summer. He emphasized all the activities that will be available and was encouraging the members to participate, if possible. There were several members of the Division that are planning to attend the convention.

The first clinic was provided by the event organizer, Rich Breton. Rich provided a wonderful slide presentation as he discussed much of the planning and construction that went into the building of his Potomac Valley/B & O Railroad. Rich covered a variety of subjects in a historical sequence, that included benchwork, wiring, controls, scenery and special effects. He went over some of the common mistakes and pitfalls that are sometimes made during the construction of a layout, and offered many ways to avoid them and save time and money. This was a really special presentation by Rich.

Then, Rick Mills presented the members with a clinic about the styrofoam benchwork that he used to build his model railroad. Rick discussed all the advantages of styrofoam and then using a sample layout section, he showed us how to cut and fasten the styrofoam to the frame. He went through layering techniques that allow the construction of terrain above grade and also how to

carve the styrofoam for below grade work. He showed us several different tools that can be used to work with styrofoam and discussed the advantages and disadvantages of each. Rick put it all together as he showed us how his own layout is constructed using these very same techniques. Well done, Rick!

The final presentation of the morning was given by Chris Oliver, one of our newer members. Chris made a terrific presentation for us describing the construction of his Southern Pacific/Donner Pass Model Railroad. First, he discussed his previous two(2) layouts that he had built, going through the pros and cons of each layout. Chris then went on to talk about his Donner Pass layout, which is still very much under construction. He explained that the layout encompasses the upper two floors of his barn and how he tried to keep it as prototypical a design as the space would allow.

Chris discussed his decision making process with regard to which era he modeled, and then how he came to design and fit it into his layout space. He went over all of the work that went into it, discussing benchwork, wiring, signals, and track laying process that he uses. Of special note, is the totally computerized operations that run and control the layout, automatically. As a result, all of us were very anxious to actually see Chris' layout during the afternoon layout tour. What a great presentation!

Just before the lunch break, our New Hampshire AP Chairman, Tom Oxnard MMR, presented Rich Breton and Dave Kotsonis with Achievement Program certificates for Model Railroad Author and Golden Spike,

SEACOAST SPRING EVENT by Tage Erickson

, respectively. Larry Cannon MMR then presented Tom Oxnard with the Master Builder - Prototype Models award. Congratulations to Rich, Dave, and Tom for all the hard work and dedication to our great hobby!

During the lunch break, we all had a chance to look at the items that were ready to be discussed during the Show, Tell & Ask part of the meeting, and also the many items that were brought by the members and displayed on the FOR SALE tables. This is the second meeting that we have had the FOR SALE table and it has been very successful, so far. We will continue to offer the FOR SALE table at each upcoming meeting as long as it remains popular.

Following the lunch break, we had a very interesting SHOW, TELL & ASK session. Neil Falby updated us on a miniature electric screwdriver/converted to a drill that is sold by Lowe's Stores. This was first presented to us at a previous meeting by Rich Breton. After this presentation, I think that Lowe's may see a "run" on these in the local area by local model railroaders. Neil also asked for some help from the members regarding a "Bruno's Barbershop" store front that he is detailing. It looks pretty good, so far.

Jack Lutz has volunteered to keep a Model Railroading events calendar for the Division. Jack asked the members present, if they would be interested in having Model Railroading events that are happening in Florida during the winter months, added to the calendar. Most everyone agreed that this was a good idea since many of our members head South to Florida for a portion

of the winter. Jack, thank you for volunteering to do this for our members!

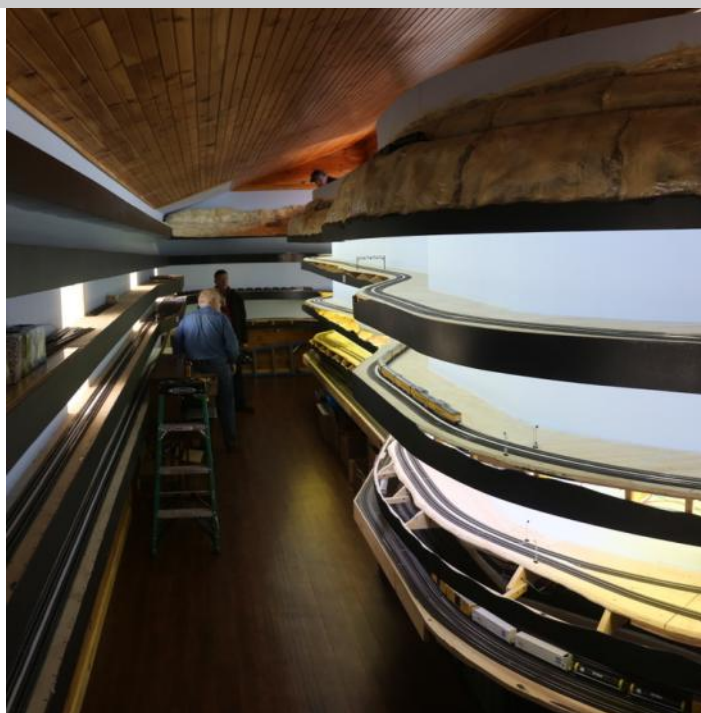
Chip Faulter presented us with several topics. He discussed his latest control panel project using "Touch Toggles", which more information can be found on line at berretthill.com. Chip went on to discuss his B & M Woodsville, NH wood chip hopper car project, a \$1.00 freight car project he had completed, a 34' lobster boat project that had a family connection, and an update on his outstanding lift bridge project. Lastly, Chip briefed us on his progress (or lack thereof) with his waterfront layout expansion project. Thanks to Chip for putting all this together!

Tom Oxnard MMR, showed us a scratch built model of a prototype freight house that he built and will be used on Peter McKenney's Fort Fairfield, ME modular layout. This is a beautiful model. Well done, Tom!

The final presentation was by Paul Lessard who showed us a grain elevator project that he had done many years ago when he had first gotten into model railroading. This was a really great model. We appreciate Paul taking the time to show it to us.

After the closing comments by Tage Erickson, the meeting was adjourned at approximately 1:30 PM. Most of the members headed to visit Chris Oliver's layout and the open house at the Heritage Park Railroad Museum. Both of these layout tours were exceptional! Those of the members that took the time to visit, were very impressed. Special thanks go to Chris Oliver, Rick Mills, and to Rich Breton for organizing the day's events.

Seacoast Spring Event by Tage Erickson



Upper Left :Tom Oxnard presenting Rich Breton his Author achievement award .

Center Left : Tom Oxnard presenting Dave Kotsonis his Golden Spike Achievement award .

Bottom Left : Larry Cannon presenting Tom Oxnard with his Master Builder Achievement

Upper and lower right: Chris Oliver's amazing Layout

Photos by Tage Erickson



Bascule Bridge by Tom Oxnard

I have a bridge going into the Boston yard on the south end of my B&M RR. I have thought about replacing it for a while with the Draw Bridge #1 over the Charles River going into North Station. I have B&M books with pictures of it but needed more detail if I was going to build it. I went to the B&MRR Historical Society Archives in Lowell and met Rick Nowell there and copied a dozen old photos which unfortunately did not show the detail I needed. The bridge was built in 1931 as 4 bascule draw bridges, each with two tracks. This is a Scherzer rolling Bascule bridge that can open quickly for navigation traffic. Two of the bridges remain today.

I realized that I could get much better pictures of the

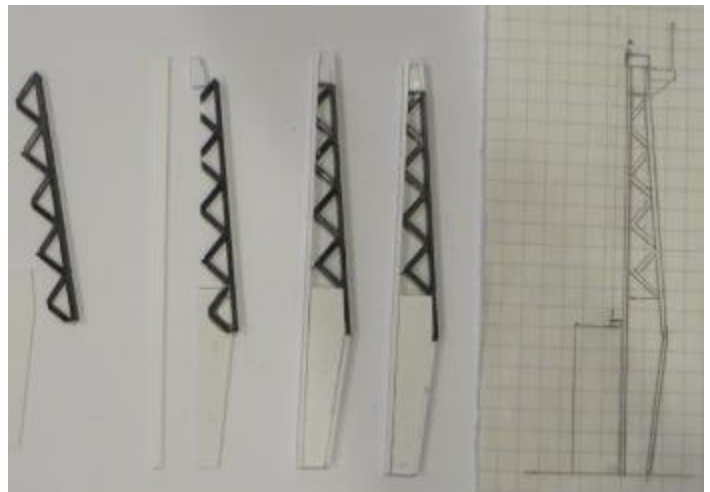


bridges by going there in person. There are different viewing points that are easily accessible and I went under the Zakem Bridge by the Boston Sand and Gravel company where the Duck Boat Tours go into the water to take a couple of dozen closeup pictures. I took another dozen pictures from Google Images, and had enough information to draft the bridge.

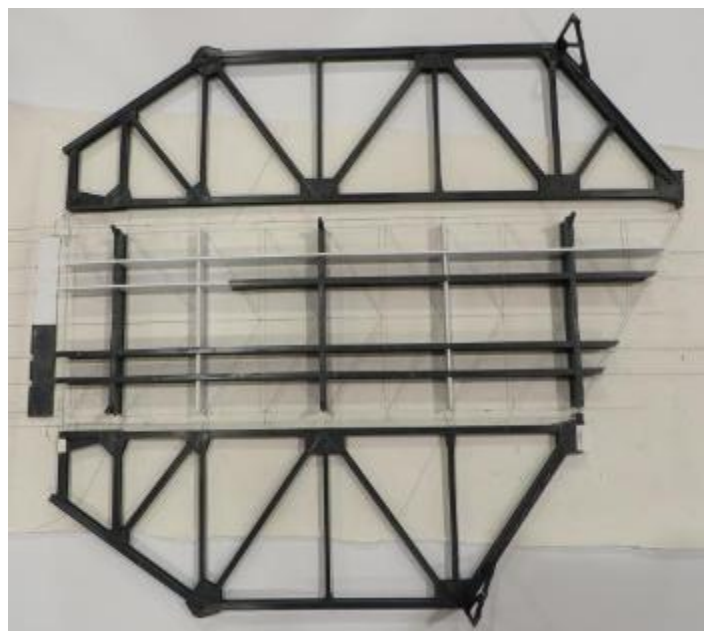
I could not get plans or dimensions, but from the Archives I found one paper showing a length of 147 feet for the span. With that and all my pictures I drafted a drawing of the structure in HO scale that fit my space. I then had to decide whether I would scratch build or start with the Walthers Single Track Bascule Bridge. I chose the kit to have a framework for starters. I only used the side frames and a few other pieces from the kit (about 10%) as the model is heavily kitbashed into two tracks with an angled end. The other 90% is laced

girders from Central Valley Model Works and Evergreen and Plastruct styrene.

I traced the side trusses that I kitbashed and reworked from the kit onto graph paper (2 different lengths), drew the end view with the help of the NMRA HO Standard Gauge, and then drew a bottom view of the bridge with all the trusses. With these drawings I was able to tell how it would fit on my layout in place of the current bridge.



I converted the single track bridge into a double track bridge starting with the 6 cross girders from the kit, taking off one knee brace from each, and gluing them together to make 3. I made the rest of the cross braces



Bascule Bridge by Tom Oxnard

from .060" styrene (4.5 ft high). The kit provided track girders (stringers) for a single track, so I kitbashed more from the .060" styrene. Most were notched to fit with the notched cross girders. 3 cross girders were made from short sections and fitted between the stringers.

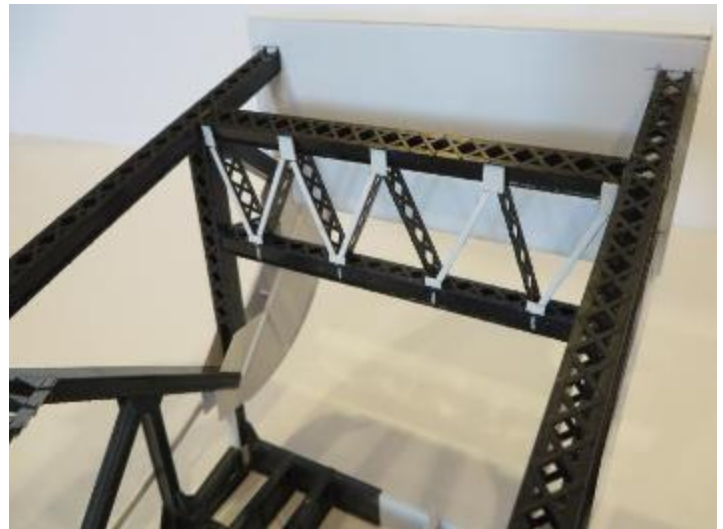
To make the back of the bridge at the pivot point I used box girder kit parts cut from the "walking beam" assembly. There is a lot of sawing (fine tooth Xacto) and filing to fit between the gussets. The Quadrant is the large round part on which the bridge rocks. It has a radius of 19.8 ft and is made from .020" styrene, and is glued to the outside of the box girders, with added spacers.



The Central Valley Model Works laced girders (#1900-5) come in two sizes and are molded in a right angle. Some I glued together to form the box girder, and some I cut off the angle piece to make a flat laced girder. These laced girder parts finished off all the boxes of the side bridge, the back diagonal and verticals, and the short diagonals on the side. I added a 5/32" styrene channel to the lower side to simulate the prototype, 2x10" styrene diagonal bracing to the bottom, and 1/16" angle pieces to the Quadrant. The deck level and its construction is the main difference between the prototype and the model.

I then glued the sides to the bottom and started framing the top with laced box girders. The counterweight is made from .020" styrene and is glued to the girders and Quadrant. It is braced and notched to fit on top of the Quadrant. In front of the counterweight there are 8 diagonal laced flat girders finished with .020x.080"

styrene on the edges with gussets. On top there are crossing girders, center longitudinal girders, and diagonal girders, all capped with .020x.060 styrene to simulate an I-beam.



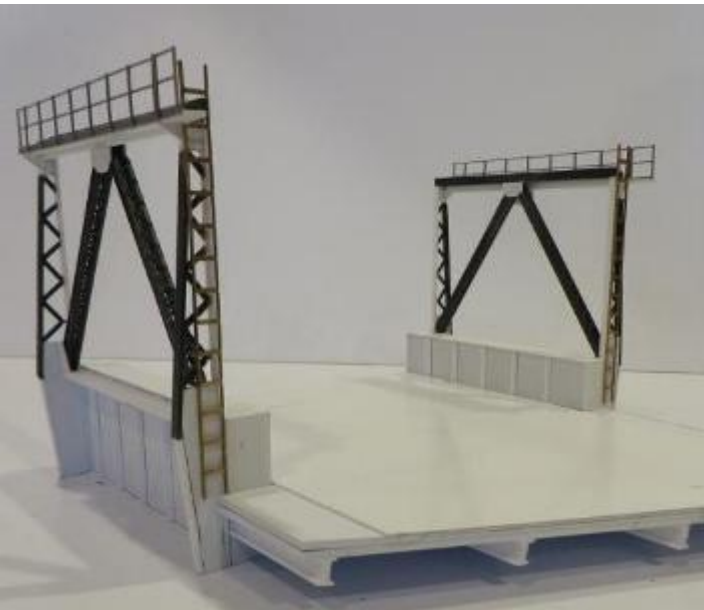
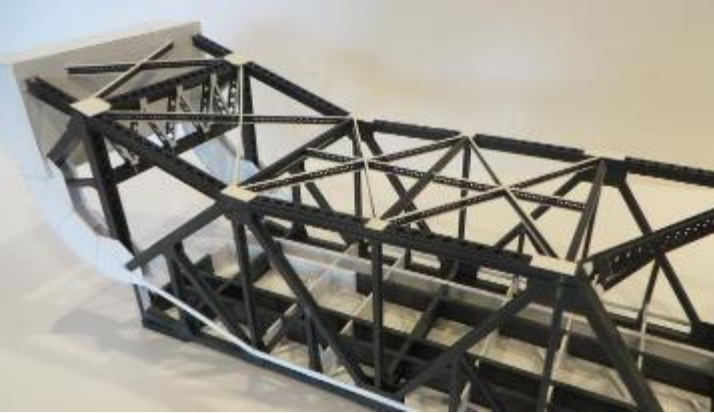
In the building process I followed the prototype pictures and had to thumb through my pile of three dozen pictures on a regular basis looking at details. Each time I would see new information.

After the operators house (made from corrugated styrene with NESL doors and Tichy windows) I started on the base structure. Each Quadrant rests on a Quadrant Track made of 2 large I-beams made from .040" styrene with spacers, .020" top and bottom plate, end caps and 1/16" angle styrene. I built 4 vertical supports starting with a partial laced girder from the kit which I narrowed at the top. I finished this support structure with various styrene pieces and glued them to the large I-beam. This supports the toothed flat track Trunnion. I cut this piece from the kit. Between the vertical supports I glued a 3/16" I-beam horizontally to hold the diagonal laced box girders that support the geared trunnion. Gussets from .020" styrene were added here and all over the model. The cat walk on top is .040" styrene with a Tichy railing. The ladder is brass from NJ International (#3385). I glued a gear from the kit to the toothed flat track.

I built a platform on which the two tracks enter the bridge from 2 pieces of .060" styrene which I laminated. The bridge has to fit between the supports and

Bascule Bridge by Tom Oxnard

roll smoothly up and down, although I will not have my bridge operate. Under the platform are longitudinal 1/4" I-beams which will be supported by wooden bents and concrete piers.

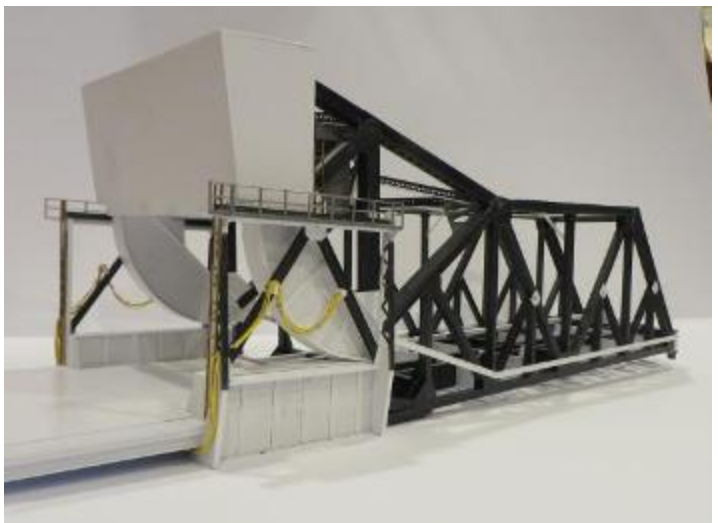


The bridge has 4 power cables on each side that come from under the fixed structure, loop over a support arm, and go to a box on the Quadrant. I did not want anything protruding from the bridge (Quadrant) to be able to take it apart for painting so I glued this to the diagonal support. The two boxes are .080x.125", and on the first I sawed 4 grooves and the second drilled 4 holes to accept the cables. I made the first cable from 22 gauge solid wire (stiff enough to keep the prototype shape). The next 3 are 30 gauge coated wire. I held them in a flat bundle with small 1/16" wide strips of

duct tape and AC glue.

Next I have to air brush it all, and build some bents and concrete supports. I will have to rework the bridge site on my layout so that will be another challenge. I hope to add a model of Tower A that is adjacent to the bridge to complete the scene as it enters North Station.

I have several types of bridges on my layout. Having the prototype still in use and having enough pictures has allowed me to "scratch build" one more unique bridge.



Editors Note . My thanks to Tom Oxnard for the amazing articles that he has sent me . His modeling skills are world class and the division is lucky that he is so generous with his modeling. For further proof see the July issue of Railroad Model Craftsmen for the article for Fairfield Station That he built with Peter McKinney's research.

Imagination in Model Railroading by Rick Mills

If you attended the last Division meeting, you may have seen a lonely undecorated Athearn FM Trainmaster lurking on the bargain table with a FREE sign on it. No one seemed interested in it and I didn't want Chip Faulter to have it haul it home again, so I took pity on it and brought it home.

It ran OK but needed some TLC. It had the traditional Athearn springy clip contraption bringing power to the motor, this got bypassed with a soldered wire for reliability. Missing couplers were replaced from the parts bin. Headlight sleeves cut from 1/4" PEX tubing were glued inside the shell, to allow a slide fit of the new 5mm LED headlights. Since the LEDs are hardwired to the chassis, this technique allows easy separation of shell and chassis. LEDs were added on both ends and wired for constant-intensity directional operation.

The unit was painted a dark green and decaled for MEC. A spritz of flat black spray paint through a round hole cut in a cardboard mask sooted up the stack area. The unit was then dulled and dirtied using a thin black wash (black acrylic craft paint thinned with 50% isopropyl alcohol). Now it is in revenue service sorting out cars at Davis Yard.



Imagination in Model Railroading by Rick Mills

The unique BL-2: people either love them, or hate them. AHM made a nice BL-2 model having a vertical shaft motor, still widely available on eBay.

While the BL-2 was never intended to be run as multiple units, it could be fun to make a fantasy cableless booster BL-2B, which, of course, never existed.

BL-2B 484 was made by cutting two BL-2 shells in half, then sanding the two back ends to fit together. The BL-2 design is quite symmetrical so this new combined shell snaps nicely on the existing chassis mounting lugs. The chassis was not modified, other than adding LED headlights on each end.

The leftover cabs were then combined to make cute little streamlined switcher 204, having an Art Deco feel. The join was offset a bit to avoid cutting through the doors. The new combined shell fits nicely on a Tyco switcher chassis.



Imagination in Model Railroading by Rick Mills

No yard is complete without a sanding tower to provide sand for locomotives. They come in various sizes, shapes, and configurations. A look at some prototype photos revealed these commonalities:

- The sand reservoir is tapered at the bottom end.
- The bottom of the reservoir is generally at twice the height of the locomotive.
- The inlet pipe runs from an air compressor on the ground (or sometimes in an attached shed) to the top of the tank.
- The outlet pipes can be positioned over the locomotive sand fill.

There is a platform just below the tank whose purpose is not apparent to me.

So maybe a passable tower could be scratchbuilt without too much trouble.

In this model:

- The tank is a hotel room single-use shampoo bottle, upside down, on a wooden kebab stick whose pointy end is stuck in the layout. My head does not require much shampoo so it took me a while to empty it.
- The platform is a steel washer glued in place.
- The ladder and cage are cut from 7 mesh plastic canvas.

The pipes are solid wire, bent to fit.

It will never win any contests, but the casual observer should recognize it as a sanding tower. For more details on this build, see the article at <http://tinyurl.com/sandingtower>



DOLLAR PROJECT: UPS TRUCK by Larry Cannon**DOLLAR PROJECT: UPS TRUCK**

Wal-Mart sells vehicles that are approximately HO scale here in Maine for \$0.94 and with sales tax, that's a dollar, unless you buy two, and *only* have to pay \$1.99. I generally include browsing the display in my periodic trips to the paint department to buy Krylon paint, that also happened to be used for this project. The vehicle that caught my eye was a modern delivery van that was hardly painted as I wanted it for the layout, but had potential. It turns out that the "rivets" holding model together were plastic and easily drilled to take the model apart for a new paint job.

After disassembling the model I primed the body shell and interior, painted the body approximately UPS brown and the interior gray. I brush painted the wheels, interior details such as the seat and steering wheel, and touched up the frame with black and silver to add to the paint job.

Once the paint was dry enough to reassemble the models, Fed Ex had competition on the layout.

**1) Vehicle as purchased****2) Vehicle disassembled****3) Body and interior****4) Components painted and detailed ready for assembly****5) Finished vehicle**

NER Convention by Mike Tylick

By now you have likely heard of the annual regional convention to be held in Newport, RI and I would like to suggest why this unusual convention is well worth attending. You have probably noticed that we have devoted at least as much publication space to Newport itself. Unlike the typical NER convention held in Podunk, USA, there is so much to see and do in Newport for the entire family- a rare opportunity to combine a family vacation with a model railroading event. If you are not familiar with Newport, I suggest you fire up the internet and see the numerous attractions the area has to offer.

Make no mistake, Rails to the Gilded Age will offer all of the activities found at every other convention- including all of the clinics, contests, trips, operating sessions, and layout tours one comes to expect at an NER convention. Besides the hobby oriented and hands-on clinics, there will be a number of excellent speakers that are knowledgeable about local railroad history. A Viking tour of Newport and its mansions is not to be missed, as well as a tour of the Naval War College and its museum, since 9/11 a very difficult place to visit. A special layout owned by the Vanderbilt family and not generally open to the public will also be available, as well as a visit to a large prototype industrial railroad and a beautiful train ride along Narragansett Bay.

We are also fortunate to have the convention in a brand new seaside facility minutes from the famed Cliff Walk and Mansion Row. The Atlantic Resort Newport is as nice a hotel as I have stayed in anywhere. For once there will be a contest room with decent lighting and a banquet room with ocean views. The lodging rate for this hotel is only a few dollars more than the rooms at the previous Albany convention, and is as good a price as is to be found anywhere near Newport. If you would like to extend your visit by staying a few additional days, the weekday rate is even lower. It is Restaurant Week- Newport has many excellent restaurants- so there will be many dining choices at good

prices. Newport and Middletown are on Aquidneck Island, and so are surrounded by water- the warm ocean currents make the Veteran's Day average daytime temperature even warmer than it would be at Lake Winnepesaukee a month earlier. All in all, a great bargain for a great vacation and convention! We hope we will see you in Newport, one of the northeast's favorite tourist destinations.

NMRA News

The NMRA National Train Show is looking for a few strong volunteers

We need several volunteers to work for the National Train Show at this year's Orlando convention. The job will involve loading and unloading manufacturers' trailers. The benefits? We'll pick up your hotel and travel tabs

Please email Bob Amsler, Meetings and Trade Show Department Manager at conv@nmra.org for all the details.

The NMRA needs volunteers for our new initiative: the NMRA Turntable

As we move towards improving the NMRA, we'll soon be launching a new, digital way for members to get great model railroading and NMRA information on a monthly basis... the NMRA Turntable.

We're looking for dedicated volunteers to regularly scour the web each month and find great modeling related articles, blog posts, podcasts' videos, clinics, events, etc. It's an easy job! Just summarize what you found and send us the link. You're on the Web anyway. So why not get "Volunteer" points for it? I it'll take just a few hours each month, and you don't even have to leave your house!

If interested please email Christina Ganzer, NMRA Marketing Consultant at marketing@nmra.org.

Maine Model Railroad Tour by Peter McKinney

The third Maine Model Railroad Tour will be on Saturday, September 16, 2017, from the Brunswick Area north to the Penobscot Bay Area along the US Route One corridor. Recruitment of layouts continues with an aim of having at least 12 layouts to visit. This Tour will include layouts that have been on prior Tours as well as new layouts and new territory. Layout owners already committed to the Tour have a nice variety of layouts to visit. Scales represented are HO, N, G and O 3-Rail. There are outdoor layouts in the mix, too.

Visit the website mainemodellrrtour.com to see the layouts on the Tour. By mid-July, a list of the layouts on the Tour will be posted on the website, along with their locations and scales. Layout owners' detailed descriptions and photos will also be posted, too, once they have been received. The website no longer will require viewers to register or to log in to see the details of Tour 2017. All details of this Tour will be available for public viewing on the website.

Help make the Tour even better by volunteering to open your layout to visitors on September 16 or help us recruit other layout owners to participate. We can add layouts to the Tour through August.



Mark your calendar now and plan on touring model railroad layouts and meeting fellow modelers on September 16, generally from 9 am through 4 pm. Invite some family and friends to ride along with you. No matter what the scale, size or degree of "completion" the layouts are, you will always learn something about our great hobby at each layout and have fun doing it.

Editors note. A great article on the tour is in the latest edition of the NMRA Magazine, Tells how it all works. Thanks to Peter McKinney

2018 Election Slate of Candidates and Nomination by Petition

President – Pete Magoun
Vice President – Special Projects – Gerry Leone
Vice President – Administration – Clark Kooning
John Stevens
At-large Director North America – Jim Gore
Mike Mackey
Eastern District Director – Bob Hamm
Walton Liles
Pacific District Director – Peter Burrows
Dion Koch
Robert Peterson



The Turntable is a new Email newsletter from the NMRA. The first edition has links to you tube videos and podcasts, YouTube Model builders video and E magazine . Check it out, some good stuff and you don't have to search for it .



FRA inspection train on the CMQ at the trestle in Winterport . Photo by Harry Gordon
Top Right photo same FRA train in Frankfort , photo by Harry Gordon
Pg 17 photo Harford's Township near Jackman CNQ train with a blue barn going through a rock cut . Harry Gordon Photo

Seacoast Division NMRA Engraved Name Tags Now Available

The Seacoast Division of the NMRA is now making available to members engraved name tags with up to three lines available, 25 characters per line. The badges will be \$5.00 per badge and \$3.50 for postage or you can wait and pick them up at a Division event. Orders will be held until we have ten badges ordered. Badges include the attractive Seacoast Division logo.

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.



Seacoast Division NMRA Engraved Name Tags Available

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.

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Blue Hill, ME 04614

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AP Report by Tom Oxnard MMR NH

Larry Cannon MMR ME

Since our April meeting Peter McKenney has submitted his materials and Statement of Qualifications for Author to Bill Brown and is awaiting confirmation from NMRA National. While not awards to Seacoast Division members, I have assisted three NMRA members in the inactive Maritime Division in obtaining Golden Spike Awards and with Canadian NMRA Director Fred Headon, MMR and David Gunn, MMR (former British Region President) evaluated Lou McIntrye's layout for the Scenery Certificate.

That judging was done remotely utilizing Lou's website for his. NMRA Canadian President and NER Director Steve McMullin assisted us and Lou was on hand to answer our questions. Both Steve and I have operated on Lou's layout so there was also some degree of onsite verification. Some of you who may have attended either of the two joint NER/MFMR conventions may have operated on the layout.

This evaluation has some relevance in that it might be part of NMRA's plans for a procedure for conducting remote AP evaluations. The process is under consideration by other NMRA Regions with similar geographic limitations in conducting AP evaluations.

I am aware of at least one other individual who is in process of preparing documentation for AP Certificates at this time.

New Members Welcomed Dave Sias Membership Chair

Dave reports that there are no new members this quarter. Don't you know somebody who would benefit from being a member of the division ?

Timetable

July 15	Seacoast summer event	Auburn ME
July 19	470 club meeting	Portland ME
July 30-Aug 6	NMRA National convention	Orlando FL
Aug 19	Train Fest Family Fun	Auburn ME
Aug 20	Concord Model RR show	Concord NH
SEP 2-3	Rail Fan weekend Conway Scenic	N Conway NH
Sep16	Maine Model RR Tour	Brunswick to Rockland ME
Sep 24-30	Railroading Cumberland Fair	Cumberland ME
Oct 14	470 Crawford Notch	Conway NH
Nov 4	Great Northern Train show	Dover NH
Nov 4	Great Falls Show	Topsham ME
Nov 18	Eastern Maine RR Club Show	Brewer ME





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