



The Switch Tower

Vol. 28 No 4

October 2021

Seacoast Division NMRA

www.seacoastnmra.org



**Seacoast Division NMRA Live with Zoom Event
Saturday, October 23, 2021, 10:00am- 2:00pm
At the Greater Wakefield Resource Center (GWRC)
245 Main Street, Union, NH**

Inside Content

- ◆ [President's Siding](#) 2
- ◆ [Seacoast Fall Event](#) 4
- ◆ [BOD Candidates](#) 7
- ◆ [Rail Cleaning car](#) 10
- ◆ [Tower C](#) 12
- ◆ [Modeling Memories](#) 14
- ◆ [Membership Siding](#) 18
- ◆ [Ap report, Editors notes](#) 19



Tom Oxnard's scratch built Tower c see more on page 12

Photo by Tom Oxnard

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

The President's Lantern by Tage Erickson

The Summer of 2021 is officially behind us, and Fall has arrived. The weather has been really good lately, and the trees are beginning to turn color. I hope that you have been making progress on your layout or favorite modeling project. I have two specific items that I want to cover with each of you today and then some quick updates. The first item is progress with our Seacoast Division Clinic Database, and the second item is Seacoast Division funding. Both of these items are vitally important to maintaining a healthy and functioning Division.

Seacoast Division Clinic Database

As I mentioned in my last President's message: "Our quarterly events are the main focus of our Division activities. The purpose of these events is to provide modeling information that our members can take home with them that helps each of us with our own personal modeling efforts. The clinics and presentations that we provide at these events are done by our members. Over the years, many of you have contributed your considerable talents and energy towards developing these educational presentations."

If you have done a presentation/clinic for our Division (or another Division or convention) in the past, and are still capable of doing it again, or have updated your presentation with new information, or have a completely new presentation, then I am respectfully requesting that you contact our Division Clinic Coordinator, Jack Lutz, so that he can add it to our new clinic database. Jack can be reached at 207 605-0037 or by email at altonhouse@yahoo.com.

This database will be extremely helpful to the Division as we move ahead with planning for our future Division Events. To date, the database is beginning to take shape. Over 100 clinics done in the past have been identified, so far. Some of you have come forward with your information and we are very grateful for that. We specifically need clinic information from Seacoast events prior to 2017. We would also like to hear from any member that has a specific idea for a clinic that could be presented at a future event. For those of you that have presented clinics in the past, Jack will be contacting you to see if you are willing to present an updated version of your clinic at a future event.

So again, let's pitch in and help Jack get this database going. This will ultimately help the organizers of our future Seacoast Division Quarterly Events, which in turn, will help each of us with our individual modeling efforts. Thank you!

Seacoast Division Funding

At the last BOD meeting, our Division Treasurer reported a balance of \$5,504.46 in our Division account. This is a good thing, of course, and shows that the Division is financially solvent with a reasonable amount of funds. Over the years, these funds have enabled us to support our Division Events plus whatever else we have needed money for. The last large fund raising for this Division was in the year that the Division sponsored the Annual NER Convention at Laconia, New Hampshire in 2013. We have been slowly draining these funds from our account since then.

Please be assured, that your Division Officers and Board members do everything we can to minimize any costs to the Division. Each year, we spend approximately \$500 or so, for rental hall charges, train show table reservations, postage and other assorted expenditures. We have been fortunate up to now, that the costs for our meeting venues have been minimal. In a post-covid19 world, this may not always be the case. We have had no fund raising efforts since the Laconia convention, which is now about 8 years ago. While we are not in a financial crisis at this time, we do need to stop hemorrhaging money like this each year. If nothing is done, we will eventually have a problem. So how do we replenish our treasury and keep it at approximately the same level?

Well, we could volunteer to host another NER convention at some point in the future. The NER would absolutely love us to do that. But in my 3 years as your President, I have seen very little interest from Division members for sponsoring another convention. We could sponsor our own Model

The President's Lantern by Tage Erickson

Train Show each year. The Hub Division does this and makes out quite well, financially. This would require a bunch of people and considerable effort in order to organize and run it each year. They have the assets and a large membership which can get it done. But we really don't need that much cash each year, in order to break even. We just need to take in enough money so that we break even or show a small net gain.

At the past couple of BOD meetings, your Officers and Board members have agreed to a few things that will help get us going in the right direction.

1. Beginning with the 2021 Fall Event, we will have a donation jar in a prominent location in the venue. We are asking each member to consider a donation of \$5.00. This is just that, a donation. There is no requirement for anyone to contribute. But if you can help out, please consider a donation of any amount, large or small. It will certainly help to defray our costs.

2. For those of you that cannot attend our Events but still wish to contribute, we have recently opened an account with PayPal. Once it is fully set up, you will be able to go to our Division website and use a link which will take you to PayPal, where you can donate and have your contribution go directly into our Division treasury. We are working this process right now and hope to have it available very soon. We will notify all members when this happens. Remember, the Seacoast Division is a legitimate IRS 501(c)(3) non-profit organization. All donations to the Seacoast Division are fully tax deductible.

3. We are planning to have a Silent Auction at the 2022 Winter Event, much the same as we did for the Chip Faulter Fund a few years ago. The proceeds from this auction will go directly into the Division treasury. If you have any excess model railroad equipment that you are willing to donate to the Division, please consider being a part of the auction. If the auction is declared a financial success, we will likely do this every year. There will be more information about the silent auction coming in the months ahead.

Hopefully, these efforts will prove successful. Time will tell. We have a great organization with some very talented and great members. It shouldn't take too much to get our treasury where it needs to be. Thank you for your attention and hopefully your generosity.

Convention Update

In my last message, I said that I would have an update for you, regarding the NER convention. This will be quick. The convention is still a GO. It is happening! You must be appropriately vaccinated in order to attend and you must wear a mask at all times while inside the convention areas of the hotel and while attending any indoor convention event at other venues. I am planning to attend and I hope to see some of you there.

Fall Event Update

The Seacoast Division will hold its 2021 Fall Event on October 23, 2021 at the Greater Wakefield Resource Center (GWRC), which is located at 254 Main St., Union, NH. This will be our first in-person event since the pandemic began. We have a great program in store for you. We are also planning to broadcast this Event via Zoom, for those of you that cannot attend in person. Please consider attending. Glenn Mitchell will be sending out the information for the Event very soon.

So that's it for now. Please let me know what your concerns are, or if you have any questions, comments or suggestions

Seacoast Division NMRA Live with Zoom Event Saturday, October 23, 2021, 10:00am- 2:00pm

We're Live Again but also On-Line with Zoom

The Seacoast Division Fall 2021 Event will be Live again at the Greater Wakefield Resource Center, 245 Main Street, Union, NH. We will also be broadcasting the event over Zoom for those who cannot make it to Wakefield. This is the first time we have used the venue and we want to thank Bill Gaver for arranging access.

An optional box lunch will be available for \$10.00 which will consist of a Turkey & Cheese wrap, chips, two cookies and a drink. The lunch will have to be ordered ahead of time. **We need a response if you are buying a box lunch by October 2, 2021.** You will pay when you pick it up. Sorry for the late notice.

There are limited restaurants the area except Dunkin Donuts and long lines are expected since it will be "Leaf Peeping" season. If you aren't buying a lunch, you will need to bring a lunch. Bottled water will be available.

Zoom is one of several video conferencing applications available for use on your computer that is connected to the internet. For several years, lap top computers have been equipped with a camera that faces the user, a microphone, and speakers. The computer with the camera/microphone / speaker combination lets the user take advantage of the full capability of Zoom. If you don't have a computer with the camera/microphone /speaker you can still use your computer to view the event and you can communicate with everyone using a phone. Finally, a smart-phone can also be used to participate in a Zoom video conference.

New users will have to go to zoom.us and then download "Zoom Client for Meetings" if you use a computer, or download the Zoom Mobile apps for iPhone or Android from the APP store. You will not have to register for an account. The host of the Zoom Meeting, in our case Seacoast President Tage Erickson, will send out an email with a meeting invitation which includes a link to the meeting. The non-host attendees will click on the link a few minutes prior to the meeting to get connected to the Zoom meeting. The host will then accept you into the meeting and you will be able to see all the attendees that have cameras and you will be able to hear all the attendees that have microphones or have called in on the telephone.

President's Welcome and NER Convention Wrap Up by Tage Erickson

Tage will address the members of the Seacoast Division and provide a presentation of the NER convention.

AP Awards by Tom Oxnard, MMR and Larry Cannon, MMR

Tom and Larry will present several awards and acknowledge everyone who has received an AP Award since the Winter 2020 Event.

Presentations

Scratch Build Prototype Structures by Tom Oxnard, MMR

Do you want a certain building on your layout because it has special meaning to you, or is in a certain location, or is needed for an LDE? All you need is some pictures and details of the structure. Tom will show you how he uses Sanborn Maps, Google Images, and CAD drawings to calculate dimensions and make drawings and Mock Ups before he starts construction. He will then

Seacoast Division NMRA Live with Zoom Event Saturday, October 23, 2021, 10:00am- 2:00pm

show how he constructs 6 different structures in wood and brick, and the techniques that Tom use.

Scratch Building a Gondola by John McHugh

Scratch building can be intimidating to some, but it is a great way to become more involved with the hobby. As with most endeavors the hardest part is where to begin. The clinic will demonstrate building a gondola from planning to step by step construction including painting, weathering and decal application. A gondola is a relatively easy car to make and styrene construction makes this a snap! Hopefully you will be encouraged to give scratch building a try.

Modeling the Village of East Wakefield by Rich Breton

In this PowerPoint presentation, Rich will explain the process used in developing a scene to accurately represent East Wakefield, including photo backdrop, mountain scenery constructions, rock outcroppings, trees, roads, structures, details such as period RR crossing sign and wild flowers. This scene is one of the five villages represented on the Union Station 1909 B&M RR HO scale layout at Heritage Park Railroad Museum in Union, NH, which you can visit immediately after the NMRA Seacoast Division event

What's On Your Workbench?

We invite members to show a few photos, PowerPoint slides, or even a short video of what you are working on or a layout tour etc. Send me an email to sign up and describe what you will be presenting. Please limit your presentation to about 5 minutes in length. If you have a longer presentation, let me know and I can schedule it in a future Zoom meeting.

Open Forum

Let's discuss what members would like to see in future Zoom Events.

For Sale Table

A table will be set up so that members can sell their excess model railroad items.

We Need Your Help!

Besides the usual need for clinicians and layouts for tours or videos, we need venues for Live Events in the future. Some of our usual venues have not yet opened or committed to allow group usage. If your city or town has a community center hall or your church has a meeting room, please check it out and inquire if it will be available in the future for use by the Seacoast Division.

Layout Tours

Heritage Park Railroad Museum's Boston and Maine – 1909

Museum volunteers including several Seacoast Division members have created a historically based replica of the five villages of Wakefield as they existed in 1909. This includes Sanbornville which was the Northern Division headquarters of the Boston & Maine Railroad in 1909. The layout has recently been updated to run multiple trains automatically. In addition to the 1875 Freight House with the 1909 HO scale layout, the Museum now has a full size restored B&M water tower, restored 1911 passenger station housing a railroad museum, 1950's era B&M steel caboose, and restored 1902 Russell snowplow. The museum is located at 282 Main St., Union NH.

The Southern Pacific Thru Donner Pass by Chris Oliver

Chris models the Southern Pacific's route over the Donner Pass with over 3000 feet of track on multiple levels. The route is signaled and fully automated. We will see the progress that Chis has made

**Seacoast Division NMRA Live with Zoom Event
Saturday, October 23, 2021, 10:00am- 2:00pm**

since he opened his layout for the Seacoast division a year ago. Don't miss this opportunity to see an incredible layout. Directions to Chis' layout will be provided at the Event.

Next Event: Winter Event January 15, 2022

**At the Westbrook Community Center,
Westbrook, ME**

Mark your calendar and save the date!!

Layout that I took to the Blue Hill Fair . A simple oval with a passing siding and a 2 track siding. Fun to talk to people and good exposure for the hobby. Photo, buildings and Layout by Geoff Anthony



Meet the Candidates for the Board of Directors

Geoffrey Anthony

My journey with model trains started quite young. My parents bought an HO layout at an auction when I was 5 or 6 with some furniture. Unfortunately, it was put in the basement and we got some rain and it ruined the layout, but unknown to me some buildings and rolling stock as well as a loco were saved. I had seen the layout but never got to use it.. At age ten my father and a friend built an HO layout for me out of the Atlas blue layout book a simple oval with a couple of switches, but they were remote controlled, and I was having a blast. 2 years later we moved to Maine and I had to leave it behind because we had no room for it, I saved the original Mantua mike that came with auction layout and I still have it.

Model railroading went on hold till after I got married, I bought some trains from a friend's father and the joined a club in Portland called the Atlantic Union Terminal and learned a lot about track laying and wiring, as well as making a few lifelong friends. I joined the Eastern Maine Model Railroad Club in 1986 and helped build the building for the club in 1992. I joined the NMRA in 1990 and went to Pittsburgh that year for my first national convention. I have been to 3 more since then. I am the past president of the Eastern Maine RR club as well as the current treasurer. I have edited the Switch Tower for the past 5 ½ years.

In the past because of my location, I live in Blue Hill 2 .5 hrs. travel time to anywhere at least, I have been reluctant to stand for office as I did not feel that I could contribute. Now with zoom meetings and being semi-retired that obstacle has been overcome. I want to give back to the hobby that has brought me friends, enjoyment, and a desire to develop more skills and knowledge. I see an uptick in the hobby and want to encourage that and grow the hobby. As an organization we need to reach out to youth, and I see the Faulter Fund as a tool to achieve that. I also have taken my portable 4 x 8 to the Blue Hill Fair the last couple of years to achieve that goal of giving the hobby wider exposure to the public. Together we can do this. Thank you for your consideration



Meet the Candidates for the Board of Directors

William Bryk

William Bryk lives in Antrim, New Hampshire. As with many of us, his interest in model railroading was piqued by a Lionel 027 4x6 layout built for him by his father. He was active some years ago in the Bay Ridge Model Railroad Club, a O scale operation with outside third rail *a la* Frank Ellison. Before that, he belonged to the Staten Island Model Railroad Club, whose members operated on each other's layouts.

He is presently an armchair model railroader. While he respects the modelers of all eras, like the Irish writer Flann O'Brien he is "a hardened and bigoted steam man."

The Camelbacks and USRA freight cars rest in his closet, awaiting their inevitable return to service after he clears his office, having recently retired from the active practice of law.

Aside from a lifelong interest in railroads, he is a horseman, taking riding lessons on Monday afternoons when not recovering from those moments when the ground comes up to meet him. Also, every other Thursday evening he attends meetings of the Antrim Town Planning Board, to which he was elected unopposed because no one wanted the job and several town officials asked him to stand because Bill seems sane and intelligent.

The hobby has given more to him than he has to it. He's concerned about the aging of the involved, whether in small town politics or the hobby of model railroading. He will gladly serve the Seacoast Division as director. He will attend all meetings, particularly if they are conducted by Zoom, and promises to speak as little as possible and only when strictly necessary



Dave Kotsonis

For those of you who do not know me I am a 72-year-old retired Postmaster working for the USPS for thirty-seven years. I have been married for 51 wonderful years to my wife Nancy. We have two sons and five grandkids. Not like my two sons, the grandkids love to run the trains.

My interest in trains started when I was in High School, buying a used train set that was advertised in the local paper. That layout was on a four by eight piece of plywood, mounted on two sawhorses. I am now on by forth layout which is twenty two feet by thirty that and was featured in the May 2004 Model Railroader. The layout has been on the Tour de Chooch for the past twenty five years and has also been open to many different rail road events

I am seeking a second term on the Board of Directors. This past term, along with my fellow board members has been unusual and taxing dealing with the Covin Pandemic. While we have not been able to meet in person, we have turned to Zoom meetings, which have worked out very well for us. This is a credit to all board members to be able to find new ways to adjust and to keep the division

Meet the Candidates for the Board of Directors

moving forward.

With my varied background in model railroading as well as my life experiences dealing with people and being on many boards and study groups over the years, I feel I can be a continuing asset to the BOD.

If re-elected, I not only look forward to working with my fellow BOD members, but my fellow members of the Seacoast Division as well, continuing to keep the Seacoast Division of the NMRA as great as it is. Respectfully, Dave B Kotsonis

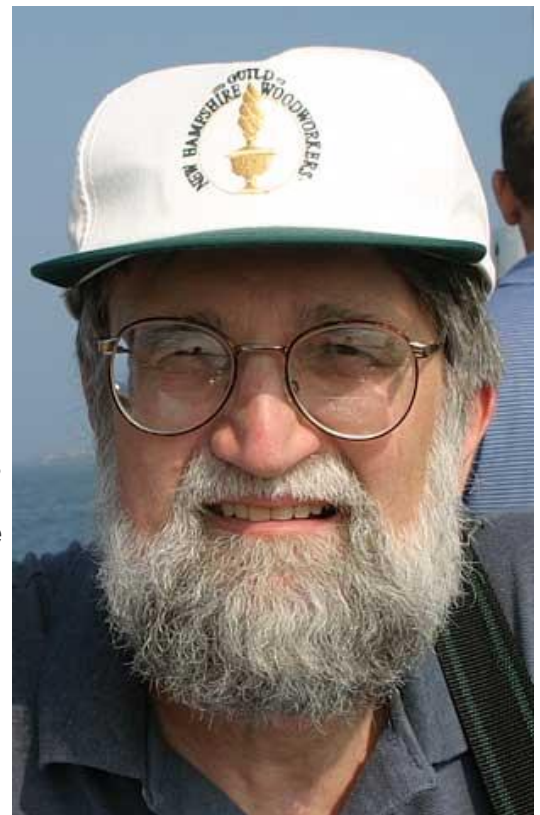


Jim Seroskie

I've been a model railroader off and on for 60 years. Currently modeling in On3.

Am a retired electrical engineer/manager with Lockheed Martin. Living in Amherst, NH.

I'm on the board of directors of the Guild of NH Woodworkers (<https://www.gnhw.org/>) where I also am the editor of the Journal (magazine), the designer and site administrator of the website, membership chair and edit/maintain the Guild YouTube channel



A Different Rail Cleaning Car

By Mike Pedersen

I have had a Centerline Products track cleaning car for as long as I remember, but I have not used it very much, mostly because it was so obvious whenever it was on the layout. Granted, a Roundhouse 36' boxcar body will fit over it, but it still didn't look right to me. Recently, while grubbing through my spare parts piles I came up with something I thought might be a reasonable solution.

Since I am known to my family, friends and neighbors as the "model railroad guy," I have quite a collection of model railroad stuff that people have given me over the years. Most of it is entry-level rolling stock that I will never use on my layout, but can't bear to just throw out. In the collection were a couple Roundhouse boxcab diesel shells. I also have one that is complete and still runs and I use as a yard goat in my 1929-era setting. After test fitting the shell of one of the other boxcabs to the rail cleaning car I realized that with a few modifications it could be made to fit the car and disguise most of its function.

First, I removed the foot step pilots from a boxcab chassis and cut off the mounting pins and top platform. Then I glued them flush with the ends of the boxcab. Next, I ground the lips off the ends of the track cleaning car until the boxcab with footstep pilots attached fit over them. I compared the body height with the working boxcab and cut and glued a piece of .040"x.140" styrene to the bottom of each side of the modified boxcab body so that the steps were approximately the same height as the working diesel. I blanked out the two middle windows on each side with pieces of .015" styrene cut to fit.

Next I removed the radiators and most of the other details from the roof. I kept the bell in place. I added a short smoke stack and two pairs of roof vents. The other roof holes I plugged with scrap pieces of plastic from the parts bin. I painted it all over with engine black and painted the remaining window frames and doors with caboose red. I lettered it with dry transfers. Finally I weathereed it with dry brushing rust paint and various chinks and installed .010" clear plastic in the windows.

Once completed, I hooked it up to the working boxcab diesel and test ran it. I think it makes a presentable work train that I can justify running around the layout almost continuously doing what it was meant to do – clean the rails, and do it in a way that does not draw undue attention to its function. As a slow moving extra it can also add some additional interest to any operating session; a plus I hadn't considered before.

Centerline Products Rail Cleaner car.



A Different Rail Cleaning Car

By Mike Pedersen

The completed modified boxcab shell installed on the rail cleaner car.



The modified rail cleaner car hooked up to the boxcab diesel ready to start cleaning the rails.



Tower C

By Tom Oxnard MMR

I wanted to build a new brick signal tower for the entrance to my Boston City Yard to replace a wooden signal tower that seemed out of place for a city. In looking through my reference books I found one picture of Tower C in "Boston and Maine Memories" by George and Kathy Melvin. Tower C is in the middle of the Boston Yard beside the main lines of the Eastern and Western Routes and the B&A, and near factories and warehouses. It closed in 1971 because of I-93 construction.

It is a curious Tower in that it is an L-shaped structure that was for the Train Director's booth. I started by choosing windows that were the appropriate size. These were Tichy #8126, double windows, 64"x80" for the second story. Mullions were removed. For the second floor Director's booth I glued two windows together. For the first floor I used Tichy window #8060, 36"x82".

With my window size determined I drew the Tower to be 30 feet wide by 18 feet deep overall. I shortened the building by leaving out a set of windows and this fit my space. I made the roof overhang 4 feet. The L shape building creates an interesting feature on the shallow pitched roof. The overall height of the Tower is 30 feet.

I start the construction with a .040" Styrene base the exact size of the building. Each wall is made from N-Scale Architect Modern Brick sheet (#50001) laminated onto matte board with 3M Transfer Tape. I glue all the walls in position on the Styrene base. There is a cement foundation that is 30 inches high wrapping around the building. There is a 2x8" Styrene concrete detail below the second story windows. I added second floor braces and a second floor made of Styrene.

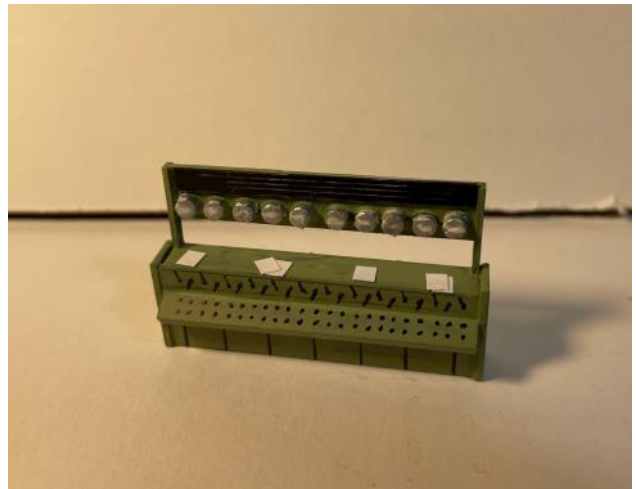
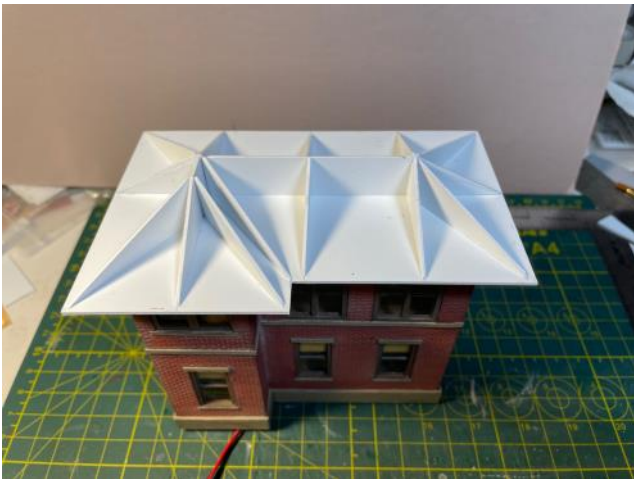
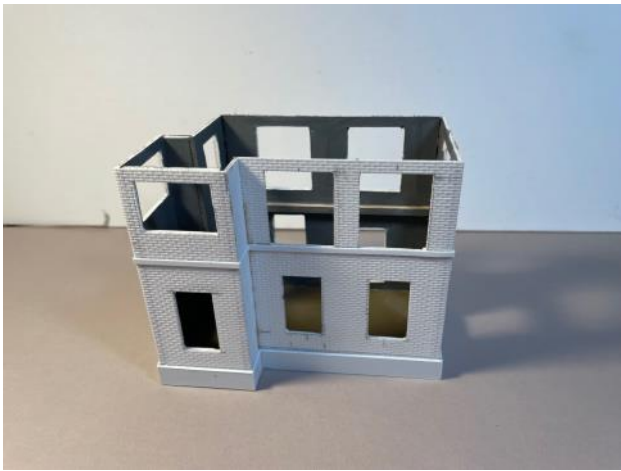
I brush painted the brick with PolyScale Zinc Chrome Primer. The mortar is a wash of paints and 70% Isopropyl Alcohol, followed by A/I. After finishing the windows I glued them in place with Aleene's Tacky Glue. I glued a Warm White LED light to the front wall of the second floor. I soldered this to a small connector so the building could be removed in the future.

The roof is made from .040" Styrene, starting with the deck, then the trusses, and finally the roof. The shingles are Laser-Art, initially sprayed with a dark gray paint and weathered with Pan Pastels. The roof is removable. I added a .040"x.060" interior perimeter to hold it in place and prevent any light leak.

I added some interior detail with an interlocking machine, 2 desks with appropriate paper work, and 2 figures. Having the one photograph of Tower C is enough to make this project possible. It adds a little more reality to the entrance to a busy train yard.

Tower C

By Tom Oxnard MMR



MODELING MEMORIES AND STORIES

By Dave Sias Photography by Jeff Sias

Growing up summers along the Boston and Maine White Mountain Route between Concord and Woodsville, NH, I crossed almost daily the tracks between Weirs Beach and Meredith in order to get to our beach on Meredith Bay. At this crossing the B&M had located a pull-off for the speeder crews should they find that they needed to clear the track for an on-coming train. I watched this happen many times, usually noticing the look of serious concern and apprehension on the weathered faces of the crew, anticipating that an engine could suddenly appear from around the corner. This was not the time to dilly-dally. Their scrambling haste made for a rough maneuver and resulted in the speeder wheels being dragged around in a semi circular pattern across the boards between the tracks, and then the speeder was leaned into, and with groans and grunts from these tough looking men that scared me, it was pushed onto the two spindly short rails that were perpendicular to the main line. Thus, the gouged out quarter-round scrapes on those boards



MODELING MEMORIES AND STORIES

By Dave Sias Photography by Jeff Sias

The Winnepesaukee Gardens at the Weirs in Laco-
nia, NH, was constructed in the 1920's by ban-
dleader Jim Irwin as a
venue for his band and
others. Through the thir-
ties, forties, fifties and
even into the early sixties,
all the famous dance
bands appeared. While a
college student, I worked
in the Half Moon snack
bar across the street. It
wasn't unusual for the
band leader to wander
along the Weirs board-
walk prior to the show,
engaging with fans. You



can see by the billboard that Duke Ellington is in town tonight and sure enough, he is out
strolling. I'll bet the folks he meets are really excited and can't wait to tell their friends that they
talked to the Duke himself at the Weirs!

Remember smudge pots? I
do. As a kid, my house near
the Reading Highlands steam
locomotive service area and
wooden commuter car stor-
age tracks provided a great
draw for our neighborhood
gang. After taking in the ac-
tion we would often mosey
down the tracks a half mile or
so to a little used country
road crossing. This road was
always in poor repair and so
the town was constantly dig-
ging and filling there. Since
the work never seemed to
get done in one day, the
crews would leave some rick-
ety wooden horse barriers



and several lit smudge pots to warn motorists. Dusk was the best time to go. The crew was gone
and the pots were lit. Now we weren't destructive nor did we take the pots. We did, however, re-
arrange the pots to our liking and to our credit (I think), would take a small pine stick to catch the
flame from a lit pot and re-light any which had gone out. Community service at its finest.

MODELING MEMORIES AND STORIES

By Dave Sias Photography by Jeff Sias

My daughter is a research professor at the University of New Hampshire. Believe it or not, her research involves the testing and development of asphalt. One day, while visiting my layout, she exclaimed: "Hey Dad, you don't have any paving going on here!" Not one to let an idea drop, she soon had a colleague at UNH sending me pictures he had of paving machines from the late 1940's and early 1950's.



Now, you all know that lighting enough of a fire to get a project started is often the biggest obstacle, and so this idea festered in a smoldering glow for a couple of years. Then, at a train show, I came across an HO road grader. Somehow I could see a paving machine in that grader! I started by making the frame and receiving hopper from styrene. Then the grader was taken apart. The blade was turned down flat to form the asphalt applicator. The steering wheel became the height adjuster for the applicator. The drive train simulated the gearing of some sort which I could see in the old photos. All six wheels were used and actually were quite close to the wheel arrangement in the pictures. The motor became the exposed motor seen on the 1940's machines. Some wire for railings and controls and a styrene seat for the operator were fashioned. Details such as oil cans and hoses were added. The newly applied pavement is a strip of emery cloth. Now I can repave all the roads on my layout.

A group from our operating bunch were returning from a train show in Bethlehem, NH and we decided to stop in at the restored Ashland, NH railroad station to look around. Another car was in the lot and an elderly gentleman was wandering around. This turned out to be Ray Welch, Jr., whose Dad, Ray, Sr., was the station agent here in Ashland and at many other stations on the B&M on the early part of the 20th century. Talking to Ray we learned that he had a younger brother, Harry Welch. Both became good friends and were active fellow model railroaders in our ops group for several years. They each had wonderful stories of life with their Dad around the railroad. Here's a short tale about Harry as an 8-year old in Ashland:

Harry attended the Ashland school which was located on a hill near the center of town. His house, however, was down near the station, about a mile away. Mr. Gardner operated the sundries store in town and at about the time Harry was getting out of school, would hitch up his horse to his buckboard and make the trip to the station to pick up the evening papers and other stock which had come in on the afternoon train. Harry would run as fast as he could and jump onto the back of the buckboard giving himself a free ride home. Evidently Mr. Gardner was ok with this arrangement

MODELING MEMORIES AND STORIES

By Dave Sias Photography by Jeff Sias

but wasn't about to wait around for Harry, so he had to move fast. Pretty resourceful young fellow was Harry, wouldn't you say? Not surprisingly, Harry went on to become a pilot and navigator in the military and also was the Captain of the Motor Vessel Mt. Washington on Lake Winnepesaukee for many years.

Silas Ebenezer Farmsmith was the town grave digger. When there had been a funeral he always tried to be at the cemetery early enough to prepare the gravesite out of view of the grieving family of the recently departed. On this day, however, his wife, Florence Foulweather Farmsmith, had been unusually persistent in her demands for him to finish splitting the peas for her famous split pea soup which she intended to make later that day. This of course made Silas Ebenezer Farmsmith a bit late and so he arrived at the cemetery just in time to see the hearse pull up the dirt road and pass him by. Silas Ebenezer Farmsmith was a simple but observant fellow and he couldn't help but notice that something was out of the ordinary this day. Strangely, the lid on the coffin didn't seem fully shut and lo and behold, as the hearse passed, the lid actually rose further. Startled at first, Silas Ebenezer Farmsmith took it in stride as he just happened to know the now not-so-deceased contents of the coffin was a crusty old codger who never wanted to die in the first place. "... 'peers he got his way" Silas Ebenezer Farmsmith said to himself under his breath as he turned and headed back home, his grave digging services evidently not needed. I don't know the final outcome of this story, but I do know that Silas Ebenezer Farmsmith spent most of that afternoon splitting peas.



Membership Siding
by Lou Champagne, Membership Chair

Help the Seacoast Division Grow:

In order to stay strong and vital, it is important that our Division grows ... and our current members are still the best potential source for that growth. We all have friends and acquaintances who are model railroaders, but not members of the NMRA. It's time to tell these folks about the benefits of membership and then invite them to check us out (or try us out with a RailPass membership). A timely opportunity exists to get them involved with our upcoming October Event on Saturday, 10/23. If every member of the Division approached at least two people, the impact could be tremendous !!

Let me know if you have questions or if I can be of assistance in any way, including promotional materials.

New Seacoast NMRA Members:

Welcome Aboard !!!

Maine:

Paul K Mcgrath, Winter Harbor; Michael L. Frager, Portland

New Hampshire:

Paul McBride, Wolfeboro; Oliver Family, Rochester; Stephen M Kurtz Sr., Rochester

Richard Langelotti, Peterborough; Kevin Brey, Goffstown

Returning Seacoast NMRA Members:

Maine:

Rob Carignan, Portland

New Hampshire:

Michael Walker, Merrimack

A.P. Report

Larry Cannon Maine

Tom Oxnard New Hampshire

Tage Erickson is awaiting his "Official" Certificate from National, that if Bill Brown receives it in time will be presented to him at the NER Convention. Tom Oxnard has taken over as the Northern Area NER Director and if he sticks with it, will get one in three years:

John McHugh had earned his Cars AP Certificate

Editors Ramblings

As we go into fall and get back into the hobby I have some thoughts that I would like to share. It's been a strange year with train shows just coming back but here in Maine we are experiencing a rise in covid, putting into doubt some shows. As a over 65 person I decide not to go to the NER convention and I regret that. I am thankful for zoom and what that has done for the hobby. While not the same it does allow for participation and I am grateful for those who choose to set that up for us.

I watch the global meltdown of shipping and the worsening of the geo-political climate vis a vis China and wonder what is going to happen to the manufactures. Shipping for a container has more than tripled and the government in China is cracking down on its economy and there are jitters about a real estate firm that threatens their economy and seemingly the worlds as well.

Perhaps its time for the manufactures to bring production back to their home counties. If Kadec can make a quality car in the U.S. and sell it for the same money why can't anybody else?

We can only hope that as a hobby we will not feel the impact as badly as other industries.

Timetable

You should check with the show presenter before traveling. Most shows have been canceled . Everybody please follow the CDC guidelines and stay safe so we can once again enjoy our hobby with our fellow model railroaders

Maine Oct 09 Augusta Maine 3Railers Annual Model Railroad Show, Augusta Elks Club, 397 Civic Center Drive, Augusta, ME 04330. Hours 10am-3pm.

Maine Nov 20 to 21 Auburn Extrainaganza Part One with model train layouts, holiday activities for children, and trains for sale at the Great Falls Model Railroad Club, 144 Mill St., Auburn, ME 04210.

Maine Nov 20 Brewer Eastern Maine Model Railroad Club Annual Show, Jeff's Catering, 15 Littlefield Way, Hours 10a-3p. For details contact Geoff Anthony, geof-f04614@gmail.com or (207) 374-2786.

New Hampshire Oct-30 Dover Fall 2021 Great Northern New England Chapter (NoNEC) Train Show, Dover Lodge of Elks#184, 282 Durham Rd., Dover NH 03820. Hours 10a-3p.

New Hampshire Nov 13 Peterborough Monadnock Model Railroad Club Show, Peterborough Community Center, 25 Elm St., Peterborough, NH 03458. Hours 10a-3p. For details please contact Andrew Dunbar via email at adunbar004@gmail.com or call (603) 801-7334.

New Hampshire Nov-26 to 28 Tour de Chooch, a self-guided model railroad Open House. For locations and hours please visit <https://www.tourdechooch.org/wp/>

Seacoast Division NMRA Leaders



President, Director	Tage Erickson	etagee11@earthlink.net	207-635-2157
V. President, Director	Glenn Mitchell	Glenn.t.mitchell@comcast.net	603-856-8146
Treasurer, Director	David Kotsonis	ko2b@comcast.net	603-431-7044
Secretary,	Nelson LeMay	Nelson1946@comcast.net	603-785-6111
AP Coordinator NH Director	Tom Oxnard	tfoxnard@gmail.com	603-770-1329
AP Coordinator- Maine	Larry Cannon	larrycannon@roadrunner.com	207-786-3929
Director	Jack Lutz	altonhouse@yahoo.com	207-605-0037
Director	Ralph Brown	rbrown51@mainerr.com	207-775-3294
Membership Chair	Lou Champagne	Lucien.champagne@roadrunner.com	207-229-5475
Switch Tower Editor	Geoff Anthony	editor@seacoastnmra.org	207-374-2786
Asst. Editor			
Webmaster	Dave Delorey	dave@delorey.com	
Director	Mike Pederson	mpederse@maine.rr.com	207-676-2639
Director	Bob Kotsonis	R.kotsonis@icloud.com	603-431-8018
Director	Jay Ehlen	jayehlen@gmail.com	603-3975611



Seacoast Division NMRA

PO Box 187

Blue Hill, ME 04614

