



The Switch Tower

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Seacoast Division NMRA

www.seacoastnmra.org



Seacoast Division NMRA Zoom Event
Saturday, January 15, 10:00am- 2:00pm

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Wiscasset, Waterville and Farmington number 9 under steam
January 2021. Photo by Justin Franz used by permission

The President's Lantern by Tage Erickson

Seacoast Division members,

The year 2021 has certainly been an interesting year within the Seacoast Division. Like the rest of the world, and much like year 2020, we have been dealing with the effects from the Covid19 virus and its various mutations. In spite of all that, we still were able to support our members by conducting our Quarterly Events via Zoom meetings.

Additionally, we were able to conduct our Fall Event in-person and via Zoom. Being able to resume the Quarterly Events in person, was a great thing. We were planning to have the 2022 Winter Event in person, but unfortunately, the virus is becoming more contagious again and the Board of Directors felt that the safe thing to do was to cancel the in-person event and resume the Zoom only meetings.

Quarterly Event Zoom Meetings

In 2021, each Quarterly Event was available to the members via a Zoom meeting. In addition, the Fall Event was held in-person and via a Zoom meeting. I would like to thank the following members for providing clinics, presentations, and layout tours to each of these Events throughout the year; Tom Oxnard, Jim Gore, Herm Botzow, Victor Hand, Rich Breton, Joe Linquta, Dave Emery, Bob Kotsonis, John Newick, Jay Ehlen, Dave Kotsonis, Chris Oliver, and John McHugh. I hope I didn't leave anyone out.

It takes a lot of time and effort to put a clinic together and then present it. Many of the members that do our clinics have been doing them for some time. Thank you all for sharing your knowledge with your fellow members and making the effort to make these clinics. We also owe a very special thanks to our Division Vice President, Glenn Mitchell, for organizing and running each one of these Events. Glenn continues to do a superlative job with these events.

Seacoast Division Clinic Database

As all of you know, the Division Quarterly Events are the primary activities that the Division sponsors each year. We would like to strongly encourage each member to consider putting together a clinic for one of the Events. It is important that you share your modeling knowledge with the rest of our members. We are in need of clinics that cover topics such as scenery, weathering, benchwork construction, rolling stock scratch building, structure building, decoder installation, track laying, and wiring.

We want you to feel like the time you spend at one of our Quarterly Events is worth it. We want you to be able to take away something that can make you a better modeler and enhance your enjoyment of our great hobby. So if you have the modeling knowledge in any of those areas, please consider putting together a clinic for

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the Division.

The Division is in the process of putting together a roster of all the clinics that have been done in the past. Please contact Seacoast Board Member Jack Lutz if you have a clinic that you would be interested in sharing with our members at a future Quarterly Event.

Train Show Support

Most of the train shows that are normally scheduled each year in Maine and New Hampshire, were cancelled due to Covid19 issues. However, there were some shows that did actually take place and the Division was able to support with a display and member participation. The supported shows were the Concord Model Railroad Club show in Concord, NH on August 15, 2021 and the Eastern Maine Model Railroad Club show in Brewer, ME on November 20, 2021. Both shows were very successful. We were able to recruit a few new members at each show. Thank you to those members that assisted at these events.

The annual "Springfield Show" sponsored by the Amherst Railway Society was cancelled in 2021 due to Covid19 concerns. The show is currently scheduled to take place on January 29 & 30, 2022 at the Big E exposition center in West Springfield, MA. As of this writing, I have no information if this show will be cancelled due to Covid19 issues.

Division Treasury

I am pleased to report that our Division Treasury is in good shape this year. In order to keep it that way, we have now instituted a policy of having a donations basket at each in-person Event. This will help defray the cost of the venues that we use for the Events. We will also hold a "Silent Auction" each year, for the benefit of the Division Treasury. This will enable us to keep the treasury at its current level as we move into the future.

As of today, the current balance in the Treasury is: \$5,878.83

Chip Faulter Fund

The Faulter Fund was able to provide some funding to a young model railroader this past year. We are still having difficulty identifying worthy candidates for disbursement of the monies in the Faulter Fund. This is primarily due to Covid19 issues. At the present time, the Faulter Fund Committee consists of 3 division

The President's Lantern by Tage Erickson

members; myself, Bob Bennett, and Ken Moller. Since I am stepping down as Division President this year, I expect to be able to devote more time to the Faulter Fund activities.

As of today, the current balance in the Faulter Fund is: \$10,662.98

Bylaws Revision

The Division is in the process of revising the Bylaws so that future elections will be done via email and/or regular mail. All members have been duly notified at this time. This process will allow all Division members the opportunity to vote in the annual Board of Directors election. The mandatory 45 day comment period will be ending by January 5, 2022. If you have any comments, please get them to me as soon as possible.

The Board of Directors will be voting to accept these changes to the Bylaws at the next BOD meeting which will be held on January 6, 2022.

2022 Elections

The election process began on December 1, 2021 and will end on January 5, 2022. If you have not voted in the election, please do so as soon as possible. **We need your vote!** For the first time in Division history, we have 4 candidates for the 3 open positions on the Board. The voting procedures have been sent out to you in both of my last President's Messages and they are also listed on the Division website. I say again, **please vote!** Thank you.

Seacoast Division Website

We have a new Division Webmaster! His name is Dave Delorey. Dave has graciously volunteered to take over the Division website, [seacoastnmra.org]. He has made several changes, the biggest one being that we now have full control over our website domain. This is a huge change for us and will enable the webmaster to make changes and postings much easier, in a format that is simpler and easier to understand.

Many of these changes will not be readily apparent when you view the website, but they have indeed happened. If you haven't done so lately, please take some time to look into our website and see some of the changes. Dave has been constantly updating the website. Thanks Dave!

Additionally, Seacoast Division member Jim Seroskie has volunteered to assume the duties of Northeastern Region Webmaster [nernmra.org]. The NER website was in the process of being updated, when the webmaster became sick and had to relinquish his duties. Jim agreed to take on this responsibility and I expect the there

The President's Lantern by Tage Erickson

will be many changes to come on the NER website.

NER Convention

A very successful NER Convention was held in Westford, MA from October 8 thru 11, 2021, sponsored by the Hub Division. This was a great convention with lots of activities and clinics. Some of our members were able to attend and all reported having a great time. It was especially nice to be able to see some of our friends from the other Divisions that we had not seen in over a year. I do have to point out that many of the layouts that were open for visits and for operations were in fact, Seacoast Division layouts. A very hearty thanks to all of our Division members that supported this convention.

The 2022 NER Convention is still on track to take place at the Marriott Hartford/Windsor Airport Hotel, Windsor, CT on September 15 - 18, 2022. This convention is sponsored by the Nutmeg Division. Hopefully, the Covid19 virus will be much more under control by then, so that more members can attend.

Seacoast Division Membership

My latest official Division Roster shows us with 178 individual members and 6 Club members. I have no additional information at this time.

In closing, I want to say that it has been a pleasure to serve as your Division President for the last 3 1/2 years. Together, we have accomplished quite a bit in that time. During this time, I hope that your modeling has improved and that your individual layouts have made significant progress. All that we do is about the trains. That's it. Thank you for supporting the Division and our activities!

PLEASE VOTE!

All my best wishes to each of you,

Tage Erickson

Seacoast Division President

Seacoast Division NMRA Zoom Event

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All NMRA members and people interested in becoming NMRA members are invited to the Winter On-Line Zoom Event of the Seacoast Division NMRA.

Back To Zoom

Since Covid-19 cases have risen again to be a major health risk, especially to older people, the Seacoast Division Board of Directors has made the decision to return to a “Zoom Only” Event. Many of you are already familiar with Zoom since other organizations are already starting to use it.

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 by Tage Erickson

Tage will address the members of the Seacoast Division.

Seacoast Division Annual Meeting and Election Results by Tage Erickson

Every year, three of the Seacoast Division's nine Directors are elected to three year terms. The nomination committee has put together a great slate of candidates – Geoff Anthony, William Byrk, Dave Kotsonis, and Jim Seroskie. All Seacoast Members should have received voting instructions. If not see the Seacoast Division Website. Voting is ongoing through January 5, 2022. Tage will present the results of the election along with other business.

Presentations

GIPX: Techniques for Windows and Interiors by John Richards

John will present a step-by-step guide to completing your model buildings with highly-detailed windows and interior settings – using straightforward tools available right on your computer and the Internet. Included will

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be examples of show windows with art glass inserts, custom signage and commercial logos. Quick but easy “2-1/2 D” interiors combine transparent, opaque and metallic effects, all using low-cost materials.

Test Building Kits by Jay Jim Gore, MMR

Jim Gore will present how he “test builds” kits for various manufacturers. He typically starts with no diagrams or instructions, just a bunch of parts. Plenty of opportunities for mistakes – and he has made some. He will be concentrating on a test build of the iconic coaling tower at Chama, NH, a potential cardstock kit from Clever Models.

Video Layout Tours

Since we can’t tour member’s layouts in person, we’ll be doing the next best thing – seeing layouts on video. Seacoast members Tom Oxnard and Bob Kotsonis recorded a video tour of Tom’s layout.

The Boston and Maine RR by Tom Oxnard, MMR

Various aspects of Tom Oxnard’s Boston and Maine RR have been presented in *Model Railroader* Magazine over the past several years. Most recently Tom’s article “Mountains and Minutemen” in the May 2020 MR presents his latest work including the expansion of his layout. The article includes a detailed drawing for reference. Bob Kosonis teamed up with Tom to create a video tour of Tom’s outstanding layout for the Seacoast Division Winter 2022 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.

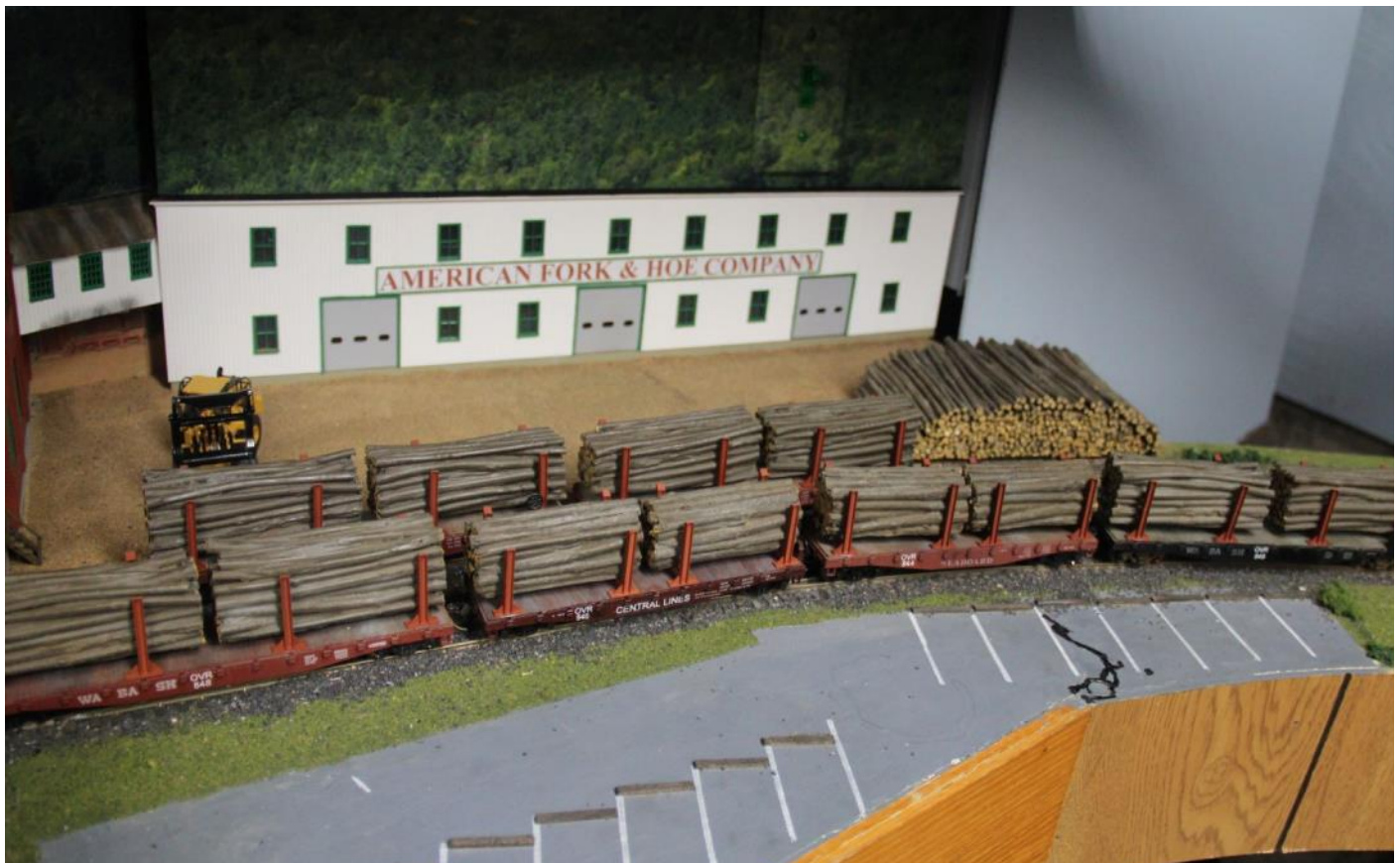
We Need Your Help!

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. We would like to “go live again” for the Spring Event.

Next Event: Spring Event April 23, 2022
Tentatively Live at the Newington Old Town Hall
Mark your calendar and save the date!!

www.seacoastnmra.org

On the Workbench



On the Workbench

Photo's from the previous page are from Larry Cannon , "finished a project for a new industry to replace my earlier version of the Fairbanks Scale Company. The company was a predecessor to the True Temper plant in St. Johnsbury that made wooden handles for their tools. They also had a plant in Wallingford, VT South of Rutland on Rutlan/VTR."

From Tom Oxnard: Our local downtown theater that has been around for one hundred years was about to be turned into condominiums. I wanted to memorialize this icon of entertainment on my layout. I decided to put a new façade on one of my Downtown Deco buildings and turn it into the IOKA Theater.

After cutting out the plaster store front, I built the new façade from N Scale Architect brick and new doors. I built the classic marquee and then searched the web for classic movies that were shown in 1953 (the era of my B&M RR). I found the perfect one for downtown Exeter.

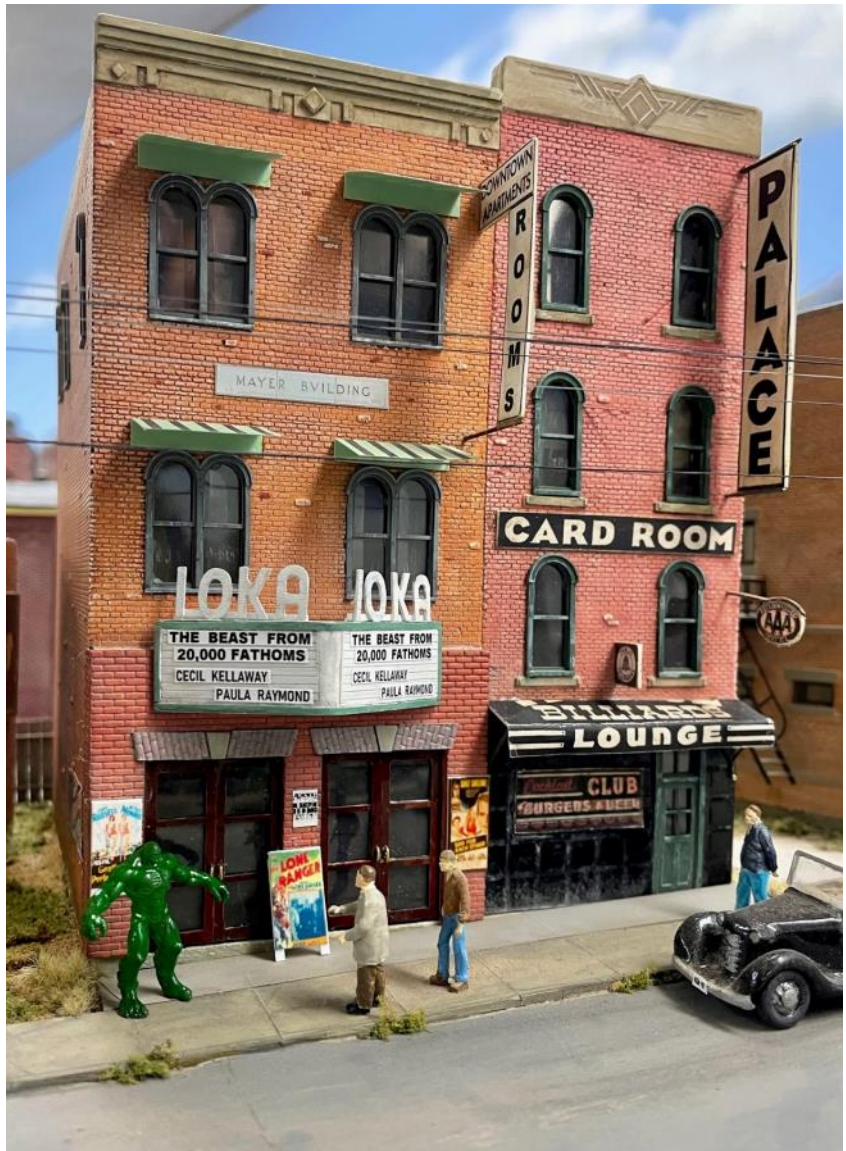
I then had to find the perfect promotion for the movie. I found the Beast at Shipways for \$25!!! Oh well, the whole project which I thought would cost me nothing, cost me \$25.



On the Workbench

More photo's of Tom's rebuild .

My thanks to Tom and Larry for their contributions . I am always looking For articles and photo's. The quality Of the Switch Tower depends on the Members. Please consider taking the time to contribute.



My Hand on the Throttle by William Bryk



Essex, Connecticut, is nearly three hours by car from Antrim, New Hampshire, where my wife and I live. We drove there on Thursday, October 26, 2017 to make the acquaintance of No. 40, a steam locomotive owned, maintained, and operated by the Valley Railroad, a tourist operation that leases state-owned tracks along the Connecticut River valley.

No. 40 was built in August 1920 at the Brooks Works, Dunkirk, New York, southwest of Buffalo on the shores of Lake Erie. Brooks was part of the American Locomotive Company (nicknamed Alco). She was an oil burner, one of three identical units built for the Portland, Astoria & Pacific Railroad to haul logs and lumber. The PA&P failed. No. 40 was then sold to the Minarets & Western Railway of Fresno County, California. . The railroad and the lumber company that owned it went spectacularly broke in 1933. Among their many creditors was the M&W's mainline connection, the Southern Pacific. The SP took No. 40 in lieu of some debt. She was too small to be useful on the SP, which sold her to the Birmingham

My Hand on the Throttle by William Bryk

Rail & Locomotive Company, a used locomotive dealer that has done business in Alabama since 1899.

BR&L then sold her to North Carolina's Aberdeen & Rockfish Railroad, "The Road of Personal Service."

In 1977, one of the Valley Railroad's founders was on active duty as a reservist at Fort Bragg, North Carolina. He learned about No. 40, visited the engine house, found her in working order, and persuaded his colleagues to buy her.

The Valley Railroad's Hand on the Throttle Program involves home study of materials covering railroad safety and basic steam theory and operation. They gave me a humbling sense of the mass of knowledge and muscle memory engineer and fireman had to possess, day by day, to safely operate a steam locomotive, down to definitions of an engine, a train, restricted speed, yard speed, main track, yards, and various engine whistle signals, a form of communication necessary before the invention of radio..

On October 26, the Valley Railroad began my one hour classroom session at noon. We climbed into an ancient dining car, now transformed into a classroom. The instructor reviewed the safety rules, steam locomotive theory, and basic steam locomotive controls (throttle, reverser, and the automatic and independent brake valve).

Amid the lecture, I was gazing at the instructor when I heard a steam whistle's soft moan in the distance. A bell began ringing. In the window behind the instructor I suddenly saw reflected a plume of smoke and steam moving slowly past.

The instructor administered the written safety rule test. I passed. Then we walked some 200 yards down the station platform to No. 40. The smoke rose from her stack and steam from the cylinders, and her air pump pounded away. She was alive, breathing, hissing and panting, as much as any animal or human may be.

Through luck of the draw, I was first to gain my hour on No. 40. I climbed the ladder into the cab and shook hands with the engineer and fireman. I was dressed in a denim jacket and blue jeans, clothing that could be easily laundered, because steam locomotives are innately hot and dirty. To this I'd added a cap,

My Hand on the Throttle by William Bryk

gloves, safety glasses and heavy work boots. I looked to see whether she had the engine tools, coal pick, and shovel. I went through the engine inspection check list to ensure No. 40 was in good order. I'd watched the fireman reload her tank with water. I asked whether the sandbox had been reloaded with sand, should we encounter wet or greasy track, and it had been.

I examined the controls: the brake stand, throttle, whistle cord, reverser, and bell valve. The lever that operated the cylinder cocks was on the floor of the cab. All seemed in order. Time to go.

Following the engineer's instructions, I opened the cylinder cocks to drain any water that may have collected in the cylinders. That prevented damage to the cylinders or the pistons. Then I pulled the reverser so No. 40 might work in full gear. There was a quiet "pffft." I released the brakes. There was a sigh as eight sets of brake shoes rose from her drivers. Then I took a deep breath and pulled on the throttle. It was a bit stiff and I had to put my back into it. Steam and water whooshed from the cylinder cocks. No. 40 slowly moved forward. There was a chug, and another, and another. I closed the cylinder cocks, flipped on the bell valve, and blew two quick shorts of the whistle.

The arrangement of public streets and railroad track in Essex required us to cross three roads within 45 seconds. The bell rang on and I repeatedly sounded the whistle to warn anyone who might be crossing the tracks that we were coming. There were no fatalities.

About half an hour passed as we went slowly (five to ten mph) through Essex, Centerbrook, and Deep River, carefully sounding the whistle and flipping the bell valve at every crossing. I tended to pull the whistle cord a little earlier than a professional might have done.

Then, just north of Deep River, a Valley Railroad track crew came in sight up the line. They were working on the right of way, the jargon for the rails, ties, spikes, ballast, and all the rest of it. A speeder, a small self-propelled rail car, laden with tools, sat on the track before us. I gently applied the brakes and brought No. 40 to a stop. My engineer went down to the roadstead and spent some time talking with the crew's supervisor. Then he returned.

My Hand on the Throttle by William Bryk

Following his guidance, I pushed the reverser forward, opened the throttle, turned in my seat, and leaned out the cab window, peering past the tender. She began to back up. So I brought her back to Essex, my mentors hovering over my shoulder. I was still sounding the whistle earlier than a professional might have. My mentors suggested that some living along the tracks might resent the noise. But then I am an amateur, a lover, and not a professional.

As we entered the terminal, I applied the brakes and No. 40 slowed to a halt. I recalled the old railroad-er who quipped, “Anybody can make ‘em go like hell. It takes an engineer to stop ‘em like heaven.” I am no engineer, but I had played one for an hour.

Before I left my seat, I pulled her whistle three long times to proclaim No. 40’s enduring and heroic defiance of time and of the modern world.

Photo By Justin Franz used by permission Along Moosehead Lake



A.P. Report**Larry Cannon Maine****Tom Oxnard New Hampshire**

There is no Achievement Program Report at this time .

Editor's Ramblings

Happy New Year to all, Let us hope it gets better as the year goes on. Personally I am struggling on whether to attend Springfield this year. Now that I am an officially an older citizen. I hope there is some clarity about the new variant and its effects by showtime . There is nothing I need but always love the hunt for a bargain. I also go to man our club table and we need people to help out.

This fall I have been busy with wrapping up my former business and building wood chip cars for my club and doing some buildings for myself . I hope to get my taxes out of the way and start on a new shelf layout that will be 16' x 30" based on the prototype fictional layout of the Penobscot and Union River RR that was to run into Blue Hill but never built. It was to start in Bucksport go to Orland to Toddy Pond. Branch to Blue Hill. Cross ove Toddy Pond run into Surry and into Ellsworth Falls Joining up with the Calais branch. I am just going to model the Blue Hill branch .

I hope everyone stay's safe and has a great New year. Hope see you at train shows and Zoom events in the future . Safe running and clear green to all

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 rail-roaders

Jan 15 Seacoast Zoom Event Live Internet

Jan 29-30 Amherst Railway show West Springfield MA

Feb 19 Maine 3 Railers Augusta ME

March 21-24 NERX virtual Internet

April 2 Great Northern New England Train show Dover NH

April 23 Seacoast Division Spring Event Hooksett NH

April 30 Great Falls Model RR Club show Topsham ME

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