



# The Switch Tower

Vol. 30 No 4

October 2023

Seacoast Division NMRA

[www.seacoastnmra.org](http://www.seacoastnmra.org)



The Seacoast Division Fall 2023 Event will be held on Nov 4 th 2023 at Stratham Fire House 2 Winnicutt Rd in Stratham, NH at 10:00—2:00

## Inside Content

- ◆ [President's Lantern](#) 2
- ◆ [Fall Event](#) 5
- ◆ [Empire Builder](#) 7
- ◆ [N5 Caboose rebuild](#) 11
- ◆ [Ap Report](#) 14
- ◆ [Timetable](#) 14



New Brunswick Southern employee special Scopan  
6/20/2015 photo Harry Gordon

## The President's Lantern by Glenn Mitchell

### Greetings Seacoast Members

Summer is almost over and for the first time ever, I didn't have to water the yard. I'm sure you've had a lot of rain as well. It helped the water bill immensely. On the down side, the AC has been on almost non-stop. I don't even want to see the next electric bill.

### Seacoast Division Board of Director Activity

I'm about a week late with this letter, but it's for a good reason. We've had a lot of things going on that needed the Board of Directors' approval and we couldn't put together a quorum at the Aug 31 BOD meeting. Without a quorum of Directors, we can't vote. So, I wanted to wait until the Special BOD meeting Sept 7 had occurred and several important things were approved.

As you know Dave Kotsonis has stepped down as a member, Director, and Treasurer of the Seacoast Division on Aug 31. I discussed this in my letter to you on Aug 7. We all wish Dave the best and thank him for his years of service to the Seacoast Division.

Prior to Dave's departure, Jim Seroskie and Jay Ehlen worked with Dave to successfully complete an audit of the Treasurer's books. The post audit Treasurer's report shows \$6,630.79 in the General Fund and \$9814.73 in the Faulter Fund.

Fortunately Jim Seroskie and Jim Gore, MMR, stepped up and volunteered to be the Treasurer and Director respectively. As president, I nominated them for appointment to these positions and the Board of Directors approved them on Sept 7.

I am happy to report that the Seacoast 2025 NER Exploratory Committee received many volunteers for the vacant 2025 NER Local Committee positions at the meeting on Aug 30. Based on filling the Local Convention Committee Co-Chair positions, the Exploratory Committee recommended that the Seacoast Division host the 2025 NER Convention in Concord, NH.

I have attached the letter that I sent out on Aug 30 which reported the results of the meeting.

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August 30, 2023

Greetings,

It is with great excitement that I report the results of the Seacoast 2025 NER Convention Exploratory Committee meeting held via Zoom on August 30, 2023.

The Committee unanimously recommends that the Seacoast Division host the 2025 NER Convention in Concord, NH the first or second week in September 2025. This recommendation will be voted on by the Seacoast BOD on August 31, 2023.

I wish to thank and congratulate the Seacoast Division and Green Mountain Division members who have stepped up and taken on Convention Committee Co-Chairmen or Committee member positions as follows:

Tage Erickson, Peter McKenney, and Will Everitt will Co-chair the Overall Convention Committee.

Peter McKenney will be one of the Co-chairmen for the Publicity Committee. Committee members

## The President's Lantern by Glenn Mitchell

will include Mike Pedersen and Jim Seroskie. Chris Cafaro of the Green Mountain Division has also volunteered to help and will work on the publicity committee.

John McHugh and Jay Ehlen will Co-Chair the Indoor Activities Committee. Committee members will include Jim Gore, MMR, in charge of the Model with the Masters Clinics and Tom Oxnard, MMR.

Ken Moller and Dave Sias will Co-chair the Outside Activities Committee. Committee members will include Rich Breton and Glenn Mitchell.

Respectfully Submitted,

Glenn Mitchell

Seacoast NMRA President and Director.

On Sept 7, the Seacoast Division Board of Directors approved the recommendation of the Seacoast 2025 NER Exploratory Committee that the Seacoast Division host the 2025 NER Convention in Concord, NH. It's now official! Please remember, we still need volunteers to help with the Local Convention Committee and sub-committees.

The third major outcome of the Sept 7 BOD meeting was the approval of the application for funding submitted by the Southern Maine Model Railroad Club (SMMRRC).

Based on the recommendation by the Chip Faulter Fund committee, the Board of Directors approved the granting of \$3500 from the Chip Faulter Fund to the SMMRRC.

Finally, on Sept 7, the BOD approved the slate of candidates for the three Director positions that will open up on Jan 1, 2024. The slate of candidates is made up of Will Everitt, John McHugh, and Glenn Mitchell.

### **Summer Event (Excerpts for Tage Erickson's Report)**

The Seacoast Division held its 2023 Summer Event at the Great Falls Model Railroad Club this past Saturday, July 15, 2023, in Auburn, Maine. We had 16 members show up in person and 7 members that viewed the Event via a Zoom meeting. The Event was recorded and was subsequently edited by Jim Seroskie. The Event recording is now available for viewing on the Division Youtube site at the addresses below:

<https://www.youtube.com/@nmra-seacoast-division/videos>

<https://youtu.be/ingJfZfEWM>

A brief list of the presentations follows:

**Up On The Roof** by Tom Oxnard MMR.

**Scratch-Build a DCC Command Station for \$70** by Will Everitt.

**Swing Bridge Construction** by Victor Hand

## The President's Lantern by Glenn Mitchell

**Bob Bennett** showed us a movable section of his layout that he can install any of 6 different stations.

**Progress on the Fort Fairfield Branch of the BAR - Lessons Learned** by Peter McKenney.

For more details of the Summer 2023 Event, see Tage's full report or watch the event on youtube.

### **Seacoast Fall 2023 Event**

The Seacoast Division Fall 2023 Event will be held on November 4 , 2023 at Stratham Fire House in Stratham, NH at 10:00. Watch for the Event notice. Jay Ehlen is organizing the event.

### **Other Upcoming 2023 Shows and Events**

The NER Convention, Cannonball Express 2023, will be held in Uniondale, NY, October 5-8, 2023. Enrollment is open at <https://ner-conventions.org/cannonball-express/>. I will be attending along with several other members. The NER conventions are a great opportunity to see and operate on many great layouts near the convention venue. There is always a great line-up of clinics as well. It's not too late to sign up – I hope to see you there.

**Southern ME Model RR club show Nov 4, 2023** Westbrook Community Center 9-2

**Eastern Me Model RR Club show Nov 18, 2023** Brewer Jeff's Catering 10-3

Enjoy the rest of the summer and the fall, and I hope to see you at the NER Convention or Fall Event.

Respectfully Submitted,

Glenn Mitchell

Seacoast Division NMRA President & Director

**Seacoast Division Fall Event Nov 4 Th 2023  
Stratham Fire House Stratham NH 10-2**

All NMRA members and people interested in becoming NMRA members are invited to the Fall Event of the Seacoast Division NMRA in Stratham, NH.

We will be in person as well as on-line with ZOOM

The Seacoast Division Fall 2023 Event will be held in person and also on-line with ZOOM at the Firehouse in Stratham NH. There is ample on-site parking

**AGENDA**

**PRESIDENT'S OPENING REMARKS** – Glenn Mitchell will discuss  
Division happenings

**DCC POWER - THE SHORT ANSWER -** Chris Oliver will  
discuss practical solutions for coping with short circuits to achieve  
safe and reliable DCC operations

**A UNIQUE LIFT BRIDGE -** Mike Grahame will discuss the design,  
construction and operation of his unique lift bridge. He will also  
offer an insight into his layout that will be open for tours after the  
Event

**2025 NER CONVENTATION UPDATE** – Convention Co-Chairs will announce the  
venue, dates and plans as we prepare to host the 2025 Regional Convention We will be in  
person as well as on-line with ZOOM

The Seacoast Division Fall 2023 Event will be held in person and also on-line with ZOOM at  
the Firehouse in Stratham NH. There is ample on-site parking

**Seacoast Division Fall Event Nov 4Th 2023  
Stratham Fire House Stratham NH 10-2**

**LUNCH -** bring your own – limited local availability

**PROFESSIONAL RAILWAY PHOTOGRAPHY -** Andy Dolph – a highly regarded local photographer specializing in railroad scenes will present his work and discuss the techniques he employes

**SHOW AND TELL -** have something that you would like to show us, please bring it to the meeting and we will give you a few minutes to describe your efforts. If you have any modeling questions for the group, please bring them , as well. We have plenty of experts in attendance and we can certainly get you some answers to your questions.

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

**Layout Tour:** Mike Grahame has graciously agreed to open his layout to event attendees after the close. His address and directions will be available at the meeting.

**Next Event:** The Winter Event will take place on Saturday, January TBD, 2024 at the Westbrook Community Center, 426 Bridge Street, Westbrook, Maine. *Mark your calendar and save the date!!*

**[www.seacoastnmra.org](http://www.seacoastnmra.org)**



One of the last trains in to Buck-sport mill yard. 7/16/2015 photo by Harry Gordon

## The Empire Builder to Glacier National Park

By Tom Oxnard MMR

This summer Sally and I decided to take a vacation to Glacier National Park where we had never been. What better way than to take a train. We decided to contact Amtrak Vacations and let them set up the train trip, the hotel at East Glacier Park Lodge, and the tours in the park.

The Empire Builder goes from Chicago to Seattle along the northern border with Canada. The Great Northern Railway was founded in 1889 by James Hill. Service was started in 1891 and crossed to Montana. John Stevens "rediscovered" Marias Pass (5210 in 1893 and the tracks were then finished onto Seattle. We decided to board in Minneapolis and get off in East Glacier for a 22 - hour overnight trip each way. You have four choices of accommodations. The least expensive would be a seat in Coach and we saw a lot of people sleeping there. Next would be a Roomette which is two facing seats that fold together for one bed, with a drop-down upper bunk. This is quite tight with bathrooms down the hall, and where we stayed on our trip on the Southwest Chief from Chicago to Flagstaff several years ago. We decided against doing that again.



We chose a bedroom which is on the upper level of the train and has a long couch that folds down and an upper bunk, but has the toilet, shower, and sink in the room, not down the hall. We had that very nice room going East. Going West they gave us a family room that had a couch, bunk, and two facing seats at the end that fold together and a bunk above. It could sleep 4 or 5 but did not have the toilet and sink in the room. That was not our choice.



On the day of our trip, I flew to Minneapolis from the Texas Express NMRA Convention in Dallas and Sally flew in from Boston and happily we were able to find each other in the airport. We went out to dinner with a niece and husband at a Vietnamese restaurant, and got a tour of Minneapolis when they drove us to the Union Station in St Paul. We got there an hour early for an 11:30 PM departure so sat comfortably in the Sleeping Car Lounge. Those of us in the sleeping cars

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By Tom Oxnard MMR

were ushered through the large station to the head of the line past a large group of coach passengers to board first.

Needless to say, we went right to bed and woke in the morning west of Grand Forks ND having missed all of Minnesota and Fargo ND. The tracks out of Minneapolis were quite bumpy as we went through several yards. The breakfast menu has several choices and the coffee was good. All meals are provided and you are given a scheduled time for dinner. We spent most of the day in the observation car with comfortable seats and big windows. North Dakota is surprisingly flat with many Prairie Sentinels, grain elevators of every size and shape, old and new. We had a 40 - minute stop in Minot ND for fueling and were able to walk around.

Our train had 10 cars and two engines; ALC 42 Siemens Chargers, all new diesel electric. The power output is 4200 hp each. They are used for long distance and have larger fuel tanks. The maximum speed on this route is 79mph but that seemed rare. The East and West bound Empire Builders pass each other somewhere in eastern Montana. Williston at the western border of ND is the oil producing center and Sally counted a 110 oil-tank car train passing east. It's a single-track main line with many areas of passing track. The other trains seem to average about 100 cars of mixed freight.



We had another 30 min stop in Havre Montana where Great Northern Railway #2584, a 4-8-4 Northern steam engine, is on display. There is a large engine facility and yard in Havre with BNSF engines of all colors: green, red, orange and yellow. East of Havre we followed the meandering Milk River with huge fields of hay and thousands of round bales. West of Havre was also very flat with vast wheat fields and we finally saw the Rocky Mountains about 40 miles away.



There were several choices for dinner and my steak was good. We pulled into East Glacier at 7:30PM and the short walk to the large Glacier Park Lodge (4823 ft) was a needed stretch of the legs. We declined the shuttle ride. The GNR generated revenue from homesteaders, cattle, grain, timber and ore. James's son Louis sought wealth from tourism. Glacier Park was established partly at the urging of the GNR in 1910, after which there was rapid development of train stations and hotels. GNR was the parks primary concession



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operator of lodging and tours. The Glacier Park Lodge was built in 1913 using 24 massive 40 -foot - tall Douglas Fir trees as posts from Oregon, that were 500-800 years old.

The mountains of Glacier Park were pushed up 60 million years ago. They are all limestone from sedimentary rocks of many colors more than 1 billion years old. Erosion then carved valleys after that over the next 50 million years. A succession of ice ages and enormous glaciers several thousand feet thick over the last 2 to 3 million years carved the large valleys. These disappeared 10,000 years ago to leave “small” and inconsequential glaciers.

We did two days of touring and were glad to let the Red Bus Tour take us on the 150 mile all day circuit from the Lodge to the Going -To -The -Sun Road and back, so we could look at the beautiful scenery everywhere. The 33 Red Buses were built in 1927 after a design competition by the White Truck Company. 31 are still on the road and they all have new chassis and motors. The tops are open so we can stand up for viewing when that moment arises.



The drive starts by going up to Marias Pass beside the BNSF/Amtrak mainline. We passed a long -mixed freight heading East. The road was built between 1921 and 1933 and starts along Lake McDonald. It then starts climbing at a steady 6% grade up to the pass. High up on the “Garden Wall” it is chiseled into the rock face. Every year someone drives off the road. Our Conductor said he was there 3 weeks previously when it happened, closing the road for 8 hours, and requiring a crane to haul them back up. Everyone survived. Logan Pass at 6646 ft is where they get 80 to 90 feet of snow in the winter, so there is a short 3 month tourist season. There are 700 miles of hiking trails, 350 Grizzly bears, and 700 black bears in the Park but they seemed to avoid us.

I had the best trout dinner ever at the lodge along with three relaxing nights. Reluctantly we left at 9:36AM heading East after three



## The Empire Builder to Glacier National Park

By Tom Oxnard MMR

days of blue sky. The 22 -hour trip was only 15 minutes late pulling into Minneapolis. Its amazing that when you leave the Glacier peaks (up to 10466 ft Mt Cleveland) the land immediately becomes flat. There are very few bridges on the route, but we did go over a nice trestle over the Two Medicine River just after we left. Over this 1200 -mile route there were many road crossings. More than half were dirt with simple cross bucks, but you could see forever in both directions. There were also some crossing signals and some gates in the more populated areas. This incredibly flat land must produce vast amounts of food for the country.



We have enjoyed traveling by train because it is a relaxing way to see new areas of the country. We like being seated with a different couple at every meal and talking about the trip and tours they have done. The upper level bedroom is quite comfortable. There were hundreds of photographs taken and innumerable beautiful scenes that could be modeled if you like the West.



## Detailing an N5 Caboose

By John McHugh

I had an old, beat-up Bowser N5 caboose that needed to be upgraded in order to be placed back in service. I'd put this project off for many years, but when I started to work on my AP Master Builder Cars certificate, this project moved to the forefront.

My first step in the process was to gather information about the prototype. Fortunately, B&M caboose C-16 is placed in a park a few towns away. I went over with camera, tape measure and notebook to gather measurements. Since I had been planning this project for years, I had a number of related articles and a list of parts. My best source was an excellent pair of articles "Modeling The Boston And Maine's First Steel Buggy – The Venerable N-5," Parts 1 & 2 by Randy Schissler in Boston & Maine Railroad Historical Society's *Modelers Notes* Issue # 155 and # 157.



The amount of detail is one of the first decisions a modeler needs to make. I planned to use this model as one of my eight cars for the certificate so I needed to super detail the model. Since I wasn't going to have this car judged for a merit award I decided to focus on the exterior and not to detail the interior.



The original model – note the slight bow in the roof that needs to be trimmed

Since this was an old model and heavily used at one time, most of the details like the windows and steps were missing, and fortunately the end railings were never glued on which made them easy to remove. The first thing I did was to scrape off the molded-on grab irons on the cupola, sides and ends. I realized later that I should have drilled holes in the end of each grab iron before I scraped off the molded-on pieces to make it easier when applying the wire grab irons. I removed the plastic roof walks and cut

off the molded-on coupler boxes as I used Kadee coupler boxes. I did need to add a styrene shim between the center sills and the coupler box. I had to cut off the slight bow in the end platform and roof at each end since the B&M caboose ends are straight .



A Micro Mark chisel made removing the molded on details much easier.

## Detailing an N5 Caboose

By John McHugh



The end platforms and roof ends needed to be squared off.

When stripping off the paint I encountered a problem with the stripper because it softened the window rails on the cupola too much and some became brittle and split. I had to replace a few of the pieces. I probably applied the stripper thicker than needed.

### Sides

I scraped off the side soil vent and filled in with putty because it wasn't in the correct place. I made a new vent with .010X.010 strips. I drilled #79 holes for curved Tichy grab irons. I had to slightly rebend the Tichy grabs to conform to the prototype. I made small eyelets from 30 AWG magnet wire to act as the center support for the Tichy curved grabs.



### Ends

I made a jig for the angled grabs on the ends, used .012 brass with Detail Assoc. lift rings as center supports, drilled holes and secured with CA glue. I used a jig to make the straight grab irons using .012 brass rod. The platform ends were filed straight and .040 x .100 styrene strips added leaving a space for the coupler box.



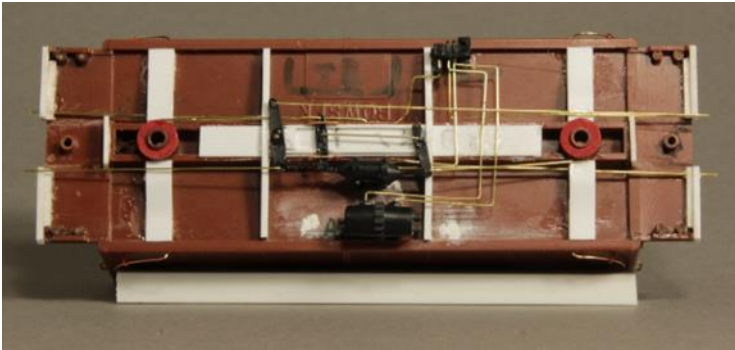
### Undercarriage

The Bowser air tank and control valve were not in the correct locations so I had to chisel off the air tank brackets and fill in the mounting holes with putty. I added a .020 X .188 center plate over the center beams leaving 18" gap between the plate and bolsters like the prototype. I also extended the shallow bridge beams with .040 X .060 strips notched out to fit over the center beams. For the bolsters I shaved off the edge, giving it a slope. I added .040 X .156 styrene to fill the gap between the molded bolster and side sill since the original bolster did not extend to the sill. I topped the bolster with a strip of .020 X .156 styrene and filled any gaps with putty sanded smooth. Note that I used a marker to draw in the locations of the tool box and air tank to keep the correct orientation.



## Detailing an N5 Caboose

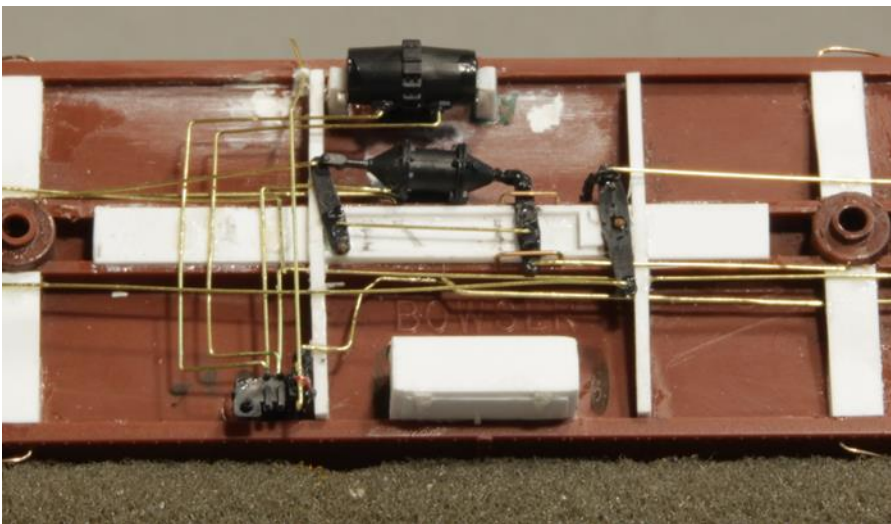
By John McHugh



I used Cal Scale AB brake system for the undercarriage. The air tank and control valve were glued in the proper location with a piece of .040 x .060 styrene placed underneath to provide the correct depth. Brackets for the air tank were made with .156 channel cut 6" wide. The Bowser car already had a hole for the proper placement for the cylinder. Next came gluing the three Cal Scale brake levers. Once

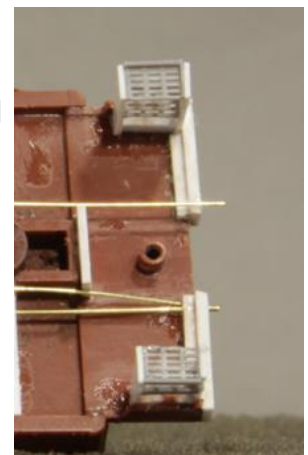
the parts dried I added the piping and brake lever supports. I used .019 brass for the air pipe and .012 brass for all the other piping except using .015 phosphor bronze for the brake lever supports. I attached a 40 link to the inch A-Line chain to connect the cylinder to the brake lever and from the brake line to the brake wheel housing at each end.

To complete the undercarriage, I fabricated the tool box from .250 x .250 styrene (50" wide by 19" deep, bottom of box sticking down 14" from sill). I added two .188 x .188 and .040 x .188 shims on the floor to provide the proper height. The tool box door was made from .010 x .156 styrene with pieces of .010 styrene to act as hinges and latch. I rounded off the hinges with a file.



### Steps

The Bower steps were long gone so I had to scratchbuild them because I could not find any that matched the prototype. I started by cutting Tichy open grate plat-



forms into two steps of 10" x 16" and 8" x 16". I made the sides from .020 x .125 styrene shaping to match the prototype. I put .060 x .060 spacer between the top sides of the steps to attach to the frame.

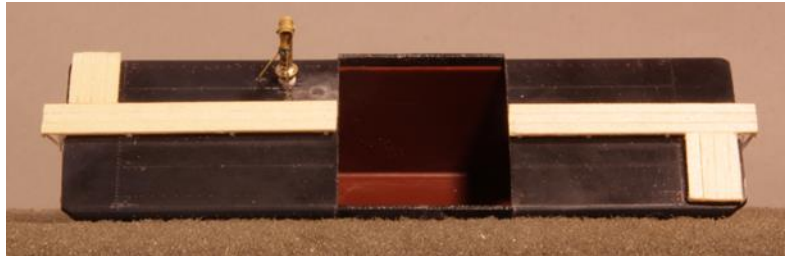
## Detailing an N5 Caboose

By John McHugh

### Roof

I could have used the Bowser running boards but I decided to scratchbuild them instead from wood strips. Using the Bower plastic running boards as a guide I cut 3 strips of 2 x 6" wood and glued them to .030 x .020 styrene strips as supports for each end. I used .125 channel with .010 x .020 styrene strips, cut to shape for the running board end supports that hang over the side. I made the side running boards separately with 4 wood strips each.

The stack was in the wrong location so I filled in the hole and sanded. I drilled a new 3/32 hole slightly farther away from the cupola and more to the side (2' from cupola and 2' from roof edge). I used a



Utah Pacific 54" brass smoke stack and shortened it by 3/32. I reamed out a 3/32 styrene tube with a 1/16" bit to use as a base for the stack. I had to slightly sand the brass stack to make it fit. For the two stack wire supports I drilled two # 79 hole 1' away from the stack on the rear and side and glued .012 brass to the stack and roof. I flattened the end of the wire that attaches to the stack about 3" for better gluing.

On the cupola I added Tichy Roof Corner grabs with Detail Assoc. lift rings as center supports.

### End Railing

I cut a piece of .020 x .040 styrene to act as a base for the railing, measuring out and drilling the holes for the two vertical rods and two brake stand brackets. For the brake stand I used an Athearn stand which was close to the prototype. I applied a .010 x .125 strip to act as a base plate for the brake housing. I cut off the bottom section of the Athearn stand and drilled a hole in each leg to hold a .012 brass pin for better support. I cut a strip of .005 brass into 3" strip to use as both top and middle horizontal rails and the vertical support that connects to the roof. I drilled holes at appropriate locations on the bottom rail and soldered the two vertical rails then soldered the top horizontal and vertical rail making one unit. I used CA to glue the brass to the styrene.



For the ladder I used Kadee End and Side Ladders since they had the proper four rung spacing. I trimmed each ladder to fit being careful to assure that the rungs matched the prototype. The Kadee ladders have a small channel used for the side railings which easily made gluing a brass pin to the ladder that was used to secure it to the frame. The vertical end post was made from .019 brass with an eyelet glued at the appro-

## Detailing an N5 Caboose

By John McHugh

priate height to hold the safety chain.

To complete the platform ends I made straight grab irons from .015 phosphor bronze wire and drilled and glued them into place. I added the retainer valve pipe with .012 brass, used the Cal Scale brake ratchet and A-Line chain to complete the brake housing and added Kadee angle cock and air hose to each end. Lastly, I added the coupler cut lever bracket by using 1/8" channel cut and rounded to fit, drilled holes and applied the eyelets and used a piece of .019 brass shaped to match the prototype as the cut lever.

### Finishing Touches

I primed the car with grey without the windows. Once dry I painted the sides reefer yellow, let dry for a number of days then masked and sprayed the ends insignia blue. The painting was completed with spraying the undercarriage and roof black. Decals were scratch made and applied by first spraying a gloss coat, applying the decals and spraying a gloss overcoat. I then added the Laser Kit windows made for this Bowser caboose. Weathering with acrylics and pan pastels completed the model.



B&M C 16 on display in Windham, NH

## Detailing an N5 Caboose

By John McHugh

Kadee Air Hose and Angle Cock #438

Code 110 33" smooth back freight  
HO Scale Universal Metal Couplers  
End and side ladders #2103

metal wheels #520  
#5 and coupler box #242

Tichy Train Group

.015 Phosphor Bronze Wire #1102  
Curved Caboose Grab Iron #3054  
Open Grate Platform #8001  
Caboose Trucks #3051

Roof Corner Grab Irons # 2003

A-Line Black Chain #29219

Detail Associates .019 Brass Wire #2506  
.012 Brass Wire # 2504  
3 1/2" eye bolts #2206

K&S .005 Brass Sheet

Evergreen Scale Models styrene

.010 x .020 #100

.010 x .125 #106

.010 x .156 #107

.020 x .125 #126

.020 x .156 #127

.020 x .188 #128

.030 x .020 # 121

.040 x .040 #142

### Scratchbuilt Parts

End sills and support – end railings

Soil vent

Eyelets for curved grab iron

Straight grab irons

Plate for center beam

Bridge beams and bolsters w/ flanges

All piping; air and brake

Air tank supports

Tool box, door, hinges and latch

Steps and step sidewalls



## Detailing an N5 Caboose

By John McHugh

.040 x .060 # 143

.040 x .100 # 145

.040 x .156 # 147

.060 x .060 # 153

.188 x .188 # 196

.250 x .250 # 199

.093 tubing # 223

.125 channel # 264

.156 channel # 265

Northeastern Scale Lumber 2x6 #2624

Utah Pacific Smoke Stack #CS-74

Athern/IHC Brake Stand with Hand Wheel

Laser Kit PRR N5 Caboose Windows # 255

Micro Mark Clear on White for Ink Jet Printers #8227C

Vallejo Model Air Dirt #71.13

Light grey undercoat # 71.050

Black # 71.057

Model Master Reefer White #4873

Reefer Yellow #4879

Insignia Blue #4742

Silver #4678

Pan Pastels

Running boards and supports

Smoke stack supports

End ladder extensions

**134 scratchbuilt parts**

Cut levers and supports

**A.P. Report Tom Oxnard Ap Chair**

**Peter McKenney Associate Chair**

Victor Hand has gotten his Achievement certificate for being an Author. Congratulations to Victor

## Editor's Ramblings

As I put the Switch Tower together for another issue, I feel the need to call out some hypocrisy in the state of Maine and the department of Transportation. MDOT in its infinite wisdom wants to turn the Mountain division and the Lower rd. into trails where vastly polluting 4 wheelers and snowmobilers will reign supreme. This is what has happened on the Calais branch . In the meantime various environmental groups want to make Maine align with California for electric vehicles. Forcing Mainers to pay higher prices. For cars and trucks. But not a peep out of said environmental groups about the trails . As we all know rail is much more efficient and cost effective mode of transportation I find their lack of outcry over creating yet more trails for machines that pollute way more than any car or truck strangely disquieting. We need a better rail system in Maine we do not need to be tearing it up to benefit a few .

## Timetable

NER Convention Canon Ball Express  
OCT 5-8 Uniondale NY  
Sept 30 Great Falls Club Auburn ME  
Surplus sales 10-2 144 Mill St  
Nov 4 Southern ME Model RR Club  
show Westbrook Community Center 9-2  
Nov 4 Seacoast Fall Event Stratham NH  
10-2 Stratham Fire House  
Nov 18 Eastern ME Model RR club show  
Brewer Jeff's Catering 10-3  
Nov 18-19, 24-26 Great Falls Club open  
house 144 Mill st Auburn ME  
Dec 9 th Surplus Sale Great Falls Club  
144 Mill st Auburn ME  
Oct 28 470 RR club Crawford Notch Ex-  
cursion on Conway Scenic  
Oct 28 Dove NH Great Northern New  
England Chapter Train Show Dover Elks  
Lodge 282 Durham Rd 10-3  
Oct 15 Whiter River Jct VT Upper Valley  
Model RR show CT Valley Auto Auction  
building 1567—VT 14 10-3

# Seacoast Division NMRA Leaders



President, Director	Glenn Mitchell	Glenn.t.mitchell@comcast.net	603-856-8146
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AP Associate Chairman	Peter McKenney	pmckenney36@gmail.com	207-776-2033
Director	Jack Lutz	altonhouse@yahoo.com	207-605-0037
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