

The Lantern

VOLUME 2 ISSUE 3

MAY / JUNE 2022

WESTERN NEW YORK
DIVISION OF THE
NMRA



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Our Next Meetings-

May28

WNYRHS Discovery
Center
100 Lee Street
Buffalo NY

Picnic

July 16th

Lehigh Valley Station
85 S Long Street
Williamsville, NY

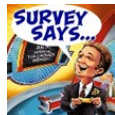
From the Cab

On Saturday, July 16th, the picnic will be held at the [Lehigh Valley Station](#) at 86 S Long Street in Williamsville, NY ([Directions](#)), starting at 11:00 AM. Food, split club, Silent auction, tours, and a Layout tour. Cost is \$5.00 per person. Please register with Frank Pastore.

A picnic, I am not going. I don't know anyone. That is precisely why we have the picnic; we don't know you either. Our executive



board and I are committed to meeting all of you. Remember, being part of the model railroading community is meeting new friends and learning from each other. How can we provide programming and events that you want if we don't know you?



To that end, we are also developing a survey, chaired by Bill Wiedenbeck, to help us better understand what our next year should look like. So, when contacted by Bill, please take the time to complete the surveys. (We think a couple of small surveys might work better)

Now some reminders:

National Association of S Gauge (NASG) Convention is August 2nd-6th here in Buffalo. [Click here for information](#). Two of our own are very involved in this convention. Darby Marriott is the Chairperson, and our Chief Clerk Ron Kemp is the Co-Chairperson and Treasurer. If you are not going to the NMRA National or any regional conventions, here is a convention right here in our backyard for under 100 dollars. \$18.00 for a 6-month membership and \$75.00 for the convention. For five days of fun, clinics, layout tours, contest room, and friendship. Come and join in the fun.



The Alleghany Western Mini-Meet Division 12 is Saturday, September 10th, at the Ambassador Center, 7794 Peach Street, Erie, PA. Clinics, Display Room Raffles and Vendors, Ops-sessions, and Model Railroad tours. We have volunteered our Division to help them with this event, so please contact me if you would like to help.



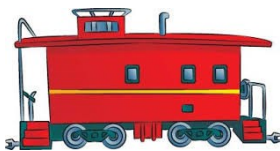
With the NASG Convention and Division 12 Mini-Meet, you will experience the excitement and fun of some of the considerable farther away conventions. Think about it.

Picnic and Survey



From the Cabin Car

Note from Gary



Did you ever notice that many publications like the New York Times, the Buffalo News and even Railroad Model Craftsman have a little section called “Corrections”. This is where they correct something from the previous edition where the editor and proofreader missed an error and they are trying to correct it. Well now I am introducing a new feature in our newsletter also called “Corrections”. You see I made a publishing mistake in the last issue and now I am trying to correct it. I have had a lot of schooling: 4 years in High School, 4 years in College, and 4 years in Graduate School. In all that time I only had 2 courses in English. I also had 14 courses in Mathematics, but that doesn’t help in this case. Guess that is why my wife says the English is my second language.

On another note, you might already know that the National S Gauge railroaders are having their national convention here in Buffalo. Our division will be helping out. In the last issue of their magazine “THE DISPATCH” the Y published an article talking about the upcoming event in Buffalo. It included an article about one of the local layouts which happens to be our Chief Clerk, Ron Kemp's layout. We have received permission from the National Association of S Gaugers to republish the article in our newsletter. Read it, I am sure you will enjoy what it has to say.

CORRECTION

In the March/April issue of “The Lantern” there were two mistakes. First Ron Tober’s name was missing in the Member Profile section. Luckily our superintendent corrected this oversight and reissued the newsletter. The second error was in the article “Track Cleaning” by Gary Pagels. It turns out that the first step in the cleaning process was omitted. Before following the procedure outlined in the article, Gary says he uses a brightboy or equivalent to clean all the tracks. So remember to do this first before following the steps in the article.



My humblest apologies to both Ron Tober and Gary Pagels for these omissions.

From the Back Seat

By Gary Reynolds (photos by the author)

Here I am, half asleep in my Uncle's car. I slept over at his house last night, and he promised to take me fishing in the morning. It sounded good last night, but I had severe reservations when he woke me up at 5:30 this morning. He said we have to stop and get some bait and then have a good breakfast. We are going to Amy's because they have the best pancakes in the area. I really didn't care, and I just wanted to stay in the back seat and sleep. We park the car, and he makes me come in with him. All of a sudden, I heard a loud rumbling coming from around the bend. I ask the waitress what that noise is. She says, "just wait, and you will see." I woke up, and my eyes were bugging out of my head as I saw a steam engine pass right in front of the restaurant. I never even noticed the tracks when we came in. She says they pull coal hoppers from the mine a little ways away every morning around this time. I almost forget to eat my pancakes as the engine slowly passes by my window. Maybe getting up this early isn't so bad.



AP Report

This month we are going to look at what is required to obtain the Master Builder Structures AP certificate. The general requirements are:



AP Report continued

You must construct twelve scale structures:

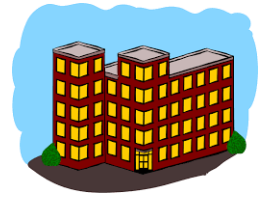
At least six different types of structures must be represented in the total.

One of the six types must be a bridge or trestle.

At least six of the models must be scratch built.

The remaining six, if not scratch built, must be super detailed with scratch built or commercial parts.

You must earn a score of 90 points or more on six of the twelve models in either an NMRA sponsored contest or in AP Merit Award evaluation.



When you first read these requirements you may think this is a lot of work. It's really not that bad. Let's break the requirements down to see what they really mean and how to accomplish them.

The first two requirements say that you need twelve structures of at least six different types. This implies that if you build a coal miners house, you obviously cannot build twelve coal miner houses. The judges will not let you get away with this. Structures are just about anything on the layout that was man made and doesn't fit into one of the other Master Builder categories. These are just some examples of the types of 'structures' that you could build to earn this certificate: buildings (all kinds), factories, bridges (all kinds), signal towers, oil derricks, docks, power line towers, cranes (stationary or mobile), ships, etc.

Next says that one of the structures must be a bridge. Before you panic with visions of elaborate wooden trestles dancing in your head, stop for a moment and consider just how many different types of bridges and trestles there are on or around a railroad. Remember, your bridge doesn't have to span the Grand Canyon; a short span over a creek or dirt road may be enough. The point is to demonstrate that you know how to build a bridge that is appropriate and will support the load that it has to carry. If there is no place on your layout for the tracks to cross a bridge, how about a bridge that carries something else? You could replace a grade crossing with a bridge that carries the road up and over the tracks (as many prototype railroads have been doing in recent years), or build a foot bridge like the ones over many rail yards. Finally, remember that you can even build the bridge as a separate model - it doesn't have to go on your layout.

Next is that six must be scratch built. A lot of people are worried about this one. A model is considered "scratch built" if at least 90% by count of the model's pieces/parts are fabricated by the modeler. This is a separate determination from the scratch building score which we will talk about later. The term "scratch built" carries the implication that the builder alone has accomplished all of the necessary layout and fabrication which establish the final dimensions and appearance. This definition does not prevent the use of any tools, jigs or using commercial plans.

The remaining six must be super detailed. This is relatively easy, there are all sorts of ways to super detail structures. Look closely at what you are trying to model, and see the little details: signs, ladders, electrical fixtures, window details, roof details, a few people, some trash or oil

AP Report continued

cans, a few bushes or a tree or two, etc. For buildings, including an interior (and a way to see it) is definitely recommended, with as much of it as possible scratch built for extra points.

Finally, six of your models need to be evaluated with a merit score of 90 or better. If you have built some craftsman kits (such as Fine Scale Miniatures, Lasermolding 3, Crow River Products, Downtown Deco, FOS Scale, BTS, or ITLA Scale Model) you are well on your way. If you never built a craftsman kit, now is the time to start. These kits are fun to build, although they take a little time, and easy to super detail with a lots of little parts. Including some sort of "scene within a scene" is a good way to catch the judges' eye. Adding detail to your structures will not only meet this part of the requirements, but will also add to your score, and to the overall appeal of your model. If you enter one of these kits at an NMRA sponsored contest, it will be judged for you and you will receive a certificate giving you the judging score. If you would prefer, I can arrange for several judges to come to your home and they can be evaluated for a merit score then and there. Remember that judging is basically positive in that points are awarded for what has been done, rather than subtracting for shortcomings compared to a theoretical perfect model. Note that only six of the twelve must earn 90 points or better. The others don't even have to be evaluated!



All judging will be based on five categories:

CONSTRUCTION focuses on the quality of workmanship as demonstrated by proper handling of materials, applied labor, modeling skill, and craftsmanship as demonstrated by the finished model.

DETAIL this includes the refinement of the model and the addition of subordinate parts. Details that are integral parts of the prototype (parts that are necessary for the prototype to hold together and function) should receive more weight than details that are added for appearance (such as tools in a factory or clutter around a structure).

CONFORMITY deals with achieving prototypical appearance or following prototype practice in construction and application of parts.

FINISH deals with the general appearance and proper application of finish and lettering to achieve a specific effect.

SCRATCHBUILDING deals with all parts of the model which have been fabricated from basic wood, metal, plastic, or other shapes and materials. For instance, if you built a craftsman kit, how many part did you have to cut from strip wood as opposed to using a laser cut piece supplied in the kit. Credit is given for quantity only; quality is judged elsewhere.

Now the boring part, whether the structure is for a contest or an in-house merit evaluation, you will need some documentation. An attachment giving a detailed description of each of the twelve models, Don't let the documentation scare you. Remember, I am here to work with you and help direct you in preparing the documentation.



BUFFALO S SCALE CONVENTION

Visit Ron Kemp's New York Central Belt Line

Reprinted from the NASG Dispatch - Pictures by Ron Kemp

..The pages continue to fall from the calendar, bringing us ever closer to the 2022 NASG convention in Buffalo. It is now less than a half year off. While Darby Marriott and his crew continue to polish the apple, other modelers in disparate parts of the country have also been doing their bit to promote S scale.

Late last year an informal roundtable of S scale modelers, all with published articles to their credit, put their heads together in a concerted effort to properly explain the allure of 1:64 modeling-in-scale to would-be converts from other scales. Three articles came out of that effort, all targeted to scale-only/ non-tinplate magazines. Already out are promotional articles by Dick Karnes in the NMRA Magazine, and a lengthy piece by Brooks Stover for Kalmbach Publishing's 2022 edition of Model Railroad Planning. Remarkably, that article was requested by MRRP's Tony Koester, so we do have magazine editors out there beyond our sphere who think our scale is a worthy one. Still to come is a promised article this spring in Railroad Model Craftsman, placed with a mind to promoting the Buffalo convention.

There is a common misperception that it is hard to get an article published in a major magazine. That simply is not true. Editors are always needing good material and they will pick the low hanging fruit, i.e., a well-prepared article—so head to your keyboards all of you S scalers, there is work to be finished.



A glimpse of some of the industries Ron has included on his layout.

Back to the Buffalo convention in the Queen City this August 2nd-6th. And be sure to order a convention car. Mine has arrived and it is a beautiful. Meanwhile convention coordinator Ron Kemp is still managing to find time to work on his New York Central Belt Line in S scale. It's coming along nicely, and it will be worth a visit come August.

New York Central Belt Line continued

In Ron's own words:

"I learned a lot from the Pines and Prairies group in my 12 years in Minnesota. I built a very modest layout there due to the configuration of the house we lived in. I would like to think it was pretty much successfully executed due to much of what I learned from them and the help they gave me.

My wife and I moved back to Western New York into a new home more suited to a model railroad. Having grown up in Buffalo and favoring the local roads, I settled on creating my rendition of the Belt Line which basically circled what is today the inner city of Buffalo.



Ron uses land forms that vary in height to give separation to scenes

The NYC mainline comprised a part of it and the belt line provided a pathway through to Fort Erie, Ontario at Black Rock and into Suspension Bridge (Niagara Falls) via the Falls Branch.

Built in the late 1800, it provided passenger service to Buffalo residents with 12 daily trains eastbound, and 13 trains westbound

with 19 stops placed approximately one mile apart. Industry sprung up around the line with such notable companies as Ford, Pierce-Arrow, Thomas Flyer, Houdaille, BlawKnox, Otis Elevator, National Biscuit, Larkin Soap, and innumerable companies that contributed to the local and national economy. The railroad served to get people to work, and raw materials to, and product from these companies. Many of these facilities are still standing although most have been repurposed. Sadly, only one passenger station remains today as a private residence.

New York Central Belt Line continued

Google Maps currently provides satellite photos depicting these buildings and the right of way. Sanborn maps provide a snapshot back in time to see what once existed but what was lost to progress. Researching has proved to be a fun part of this project.



A view of part of Ron's layout yard stocked with lots of freight

I began the railroad about three years ago and have completed about a third of the benchwork including track and wiring. It is constructed of 1x4, 1x6 pine, ½ inch plywood, homosote and cork roadbed on the main.

Final size will be approximately 12 by 48 feet. I've had no issues with expansion or contraction on in the current 42-foot length. There is no change in the 50-inch elevation of the mainline: some spurs are a couple of inches lower.

New York Central Belt Line continued

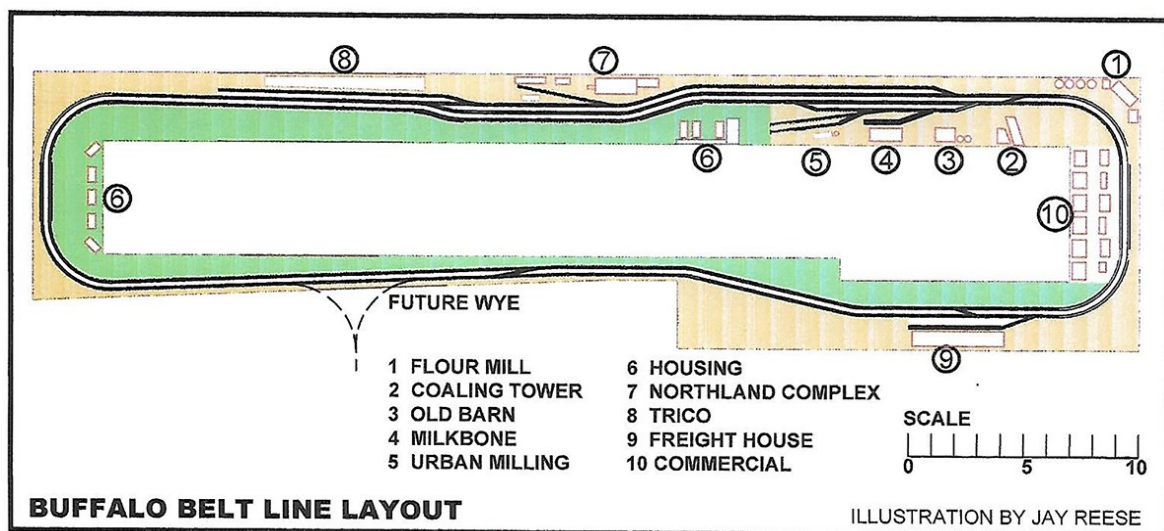
Landforms vary in height to give some visual separation. Cardboard strips with plaster gauze and pink foam are utilized for the scenic elements. The painted backdrop is 1/8 inch by 2 feet Masonite.

Planning is pretty much in my head, and plans have been changed, modified, scrapped, and added any number of times. The biggest challenge has proved to be what features I want to represent, either from a "real estate" standpoint or a skill standpoint. For both reasons, I simply cannot model Buffalo's famous Central Terminal.



Ultimately, what I hope to accomplish is to construct something that has Buffalo's general smell and flavor, even if it does not taste the same. My home is open to visitors."

New York Central passenger cars waiting to be picked up while an Erie Lackawanna engine gets ready to pull its next



Member Profile—Marty Rocka

I was roughly six years old when we went to visit my uncle for Christmas, when we got there he had a Lionel train set under the tree. It was a DL&W Trainmaster painted in the passenger scheme, with a boxcar that you unloaded at the dock, well from then on in I was hooked on model railroad-ing.

Growing up in Lackawanna, the sound of the diesel engines and horns were always there, A South Buffalo RR Alcos pinging constantly from switching the steel plant, as well as the Penn Central at Seneca Yard. No matter where we went, we had to either cross over or under one or two railroads to get there.

My first trainset I received as a present was powered by a CB&Q F unit, Next year I received a CB&Q GP20, and a switcher. Reading up on the Burlington route thru MRR or RMC, mainly because for whatever reason they were doing articles on them, the road stuck with me. The first engine I purchased with my own money from my paper route was an Athearn F45 at Blasdel Hobby Shop.

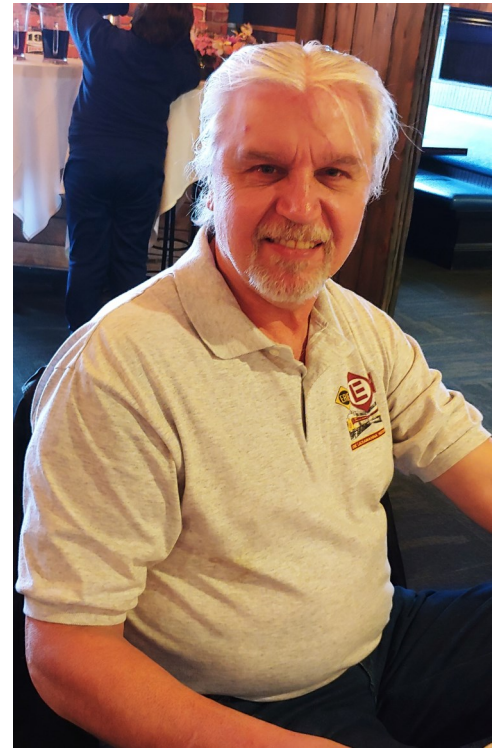
Once in my late teens, trains took a backseat to other things. After graduating from Lackawanna High School, I started to UB, but decided it was not for me.. I then went for training at SETA for auto mechanics, and have been in the field ever since.

I was living in Cheektowaga near Transit Road and Genesee Street when the trains started calling me again. I had an hour for lunch so I was looking for hobby shops and found the Mainline Hobbies in Clarence, it was there that I met most of my friends in the hobby, Dave Ottaviani and I hit it off.. I began reading articles and started painting my own engines, Dave introduced me to the Lancaster Model RR Club.

A couple years went by and it became apparent the club room was too small if all the members decided to show up for an operating session. A group of us broke off and started the WNY Trainmasters Model RR club. We were meeting round robin at the time, and someone brought up at a meeting to have an engine painting/detailing contest to give us something to do.....which became a yearly event with us. Dave liked my paint work and asked me to do custom painting for his hobby shop. It was also around this time that the Alexander Train Show was being moved to Batavia and I became the Train Show Chairman. Eventually I became disillusioned with model railroad-ing altogether.

Eventually I got back into the hobby and joined the Model Railroad Club of Buffalo and am still a member of that organization. Just recently, I joined the NMRA and am enjoying all the activities of our club. **I am the NMRA**

Marty





Directions:

Get off the 190 at the Smith Street Exit and go south on Smith Street to South Park Ave, turn left and head east on South Park to Lee Street, then turn left on to Lee Street and 100 Lee is on the left side of the street.

Parking and an entrance are in the back of the building; however, a Handicap entrance is only available in the front of the building.

Links and Notes

2022 National Assoc of S Gaugers

National Convention Information

[Click Here](#)



2022 WNY Division

Summer Picnic

11 AM, July 16

At the Williamsville Station

Cost is \$5.00 per person.

Please contact

Frank Pastore to Register

frankcpastore@yahoo.com



Use a QR Reader to go to Western New York Division of the NMRA website. Yes fans we have our own webpage.

www.WNYDivisionNMRA.com

Good Reasons to keep your membership

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If you haven't visited www.nmra.org lately, you're missing out on some really great stuff. Starting with a load of discounts!



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Clever Models, LLC	MAC Rail	Team Track Models
Colorado Model Railroad Museum	Micro-Mark	The N Scale Architect
CMS Products, LLC	Mine Mount Models	The Old Depot Gallery
Daylight Sales (Merchandise)	miniprints	Tichy Train Group
Desmonds Software	Modeler's Scale Models	Touch of the Brush Model
Delaux Materials	Model Railroad Benchwork	Weathering
Digitalis	Model Train Catalogue	Train Installations, LLC
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Mini-Meet

Saturday, September 10th, at the Ambassador Center, 7794 Peach Street, Erie, PA. Clinics, Display Room Raffles and Vendors Ops-sessions, and Model Railroad tours.



Western New York Division of the NMRA



Remember that the National NMRA and the Regions are not where the hobby works, it works locally. We are the NMRA. Come and join us .

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Why name this newsletter "**The Lantern**", because we are tired of being in the dark and we are signaling that we are going to make some changes.

Happy Birthday to the following

May Birthdays

Doug Nagel

June Birthdays

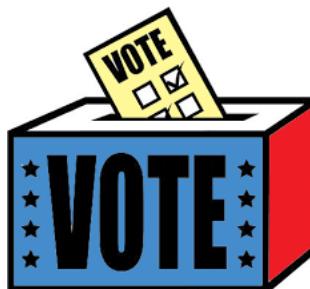
Steve Cotten

Ken Akerboom

Paul MacPherson

Eric Johnt

Matt Bierl



Ron Tober is our Election Chairman. He and his crew will be happy to answer any questions about our elections that you might have. If you would like to run for

The best part of being a member of the NMRA is the friends you meet along the way.

Superintendent, Assistant Superintendent or Chief Clerk please contact Ron at ronktober@gmail.com. These positions are open to any NMRA WNY Division member in **Good Standing**. Elections are in October of this year.

