

The Lantern

VOLUME I ISSUE 10

NOVEMBER / DECEMBER

WESTERN NEW YORK
DIVISION OF THE
NMRA



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Our Next Meeting

No meeting in
December

Christmas
Luncheon
December 15

From the Cab

I want first to welcome our newest members. Christopher Rohrich, Richard Rohrich, Bill Senchyne, Joe Kubik, Caryl Youngers, Gary Pagels, James Parisio, Rodney Kantorski, Jim Zeames, Stanley Levine, George Priebe, Frank Battaglia, Howard Newberry, Martin Rocka, Dan Murphy, Robert Burke, Neal Keim, Robert Glidden, Darby Marriott, Harold Lee, Rich Dowling, Keith Foss, Jim Zeamers, Melvin Skeide, and Leon Kuczmarsky. We look forward to meeting all of you soon.

Our Assistant Superintendent Frank Pastore is heading up a Christmas Luncheon on December 15th. The Luncheon is at the Buffalo Brew Pub, starting at 11:30 AM. We will be ordering off the menu and will have separate checks. I hope to see many of you there. Please see Frank Pastore for reservations.

We have had a great fall. Gary Reynolds has earned three more AP certificates: Civil, Structures, and Cars. Gary is on his way to becoming the Division's first MMR. Frank Pastore and Paul Miller received their Gold Spike Awards this fall.

I am happy to announce that Gary Reynolds has taken on the role of publisher of our Newsletter "The Lantern." While Gary will do a great job, he will need your help. Please consider writing a short article for "The Lantern." Not a writer? We can help; just let us know what you want to say, and we can make it happen.

Steve Cotten has stepped up to become our Membership Chairman. Thank you, Steve; great job! If you attended the Hamburg Train Show and saw our NMRA display; that was all Steve's work.

The website is an excellent place to keep up with Division happenings. We will maintain a list of all the train events for which we have flyers. If you see one missing, let me know.

I look forward to an exciting year coming up. We want to accomplish; building and operating display layout, operating with card cards, teaching members how to airbrush and create realistic scenery, visiting an operating session, holding a summer picnic, and helping our neighboring Divisions with some of their events. (The RPM meet the day before The Great Batavia Train Show in April, Alleghany Western Division Mini-Meet in September), and maybe a field trip to the International Division in Canada (pandemic dependent). This is only a partial list of our brainstorming. We would love to hear what your thoughts are and welcome your input. Please email any suggestions or comments to me at Superintendent@wnydivisionnmra.com.



Merry Christmas and Happy New Year to all. High Ball

From the Observation Car

Note from Gary

I have been asked to be the new Lantern editor. My arm is still hurting from where Andy was twisting it to make me volunteer. The kicker was when he started to kick me in the... Another version is that I missed the newsletter and asked Andy when the next one would be published. He said when we get a new editor. Personally, I like the first scenario the best, but you can decide for yourself.

I have subscribed to a number of magazines and newsletters. The thing I noticed is when a new editor is selected, they immediately change the look or format of the publication. That being said, I feel compelled to make a few changes.

First, I would like to publish the newsletter every other month starting the January 2022. In order to accomplish this task, I will need input from you guys, the division members. I am looking for stories, a short article explaining how you built something; a quick tour of your layout; how you weathered a building or car; background of an unusual engine or rolling stock; or anything else train related that you would like to share.

I will also be running several monthly features. These include: "From the cab", a note from Andy; "From the Observation Car" note from your editor; "From the Back Seat", a continuing story of a boy who loves trains growing up in the 50's; the "AP Report", discussing a different certificate each month; the "Member Profile" feature a little about one of our members; and finally a links page which can be used to link to other website that contain things you may be interested in.

Finally, each article should contain one or several pictures. You can use your smart phone (no need to get professional pictures, this is a newsletter not a national publication)..

S scale by Ron Kemp

No doubt about it, S is a minority scale which makes those of us who model in S a tight knit group that is always open to new friends. There is a wide variety of interests, from American Flyer collectors to Flyer operators, to hi-rail, to scale and of course narrow gauge. There are many suppliers and a thriving secondary market. I don't know how many times I've heard someone say something like "If I'd only known its perfect size and available products I'd be in S, but I'm too heavily invested in 'name your scale.'" S is 1/64 scale size, 3/16" to the foot and 7/8" between the rails, approximately half-way between O and HO in size. Narrow gauge runs on HO track so you can get an idea of the real estate needed if you're into modeling the Rio Grande Western or another narrow-gauge



Photo By Ron Kemp

S scale (continued)

I started in S in 1957 with an American Flyer (AF) set and continued for about a decade. By that time AF declined in quality and was essentially out of business. Another decade passed and the advent of local train shows brought me back with the goal of collecting at least one example of each type of Flyer engine and car. I morphed into hi-rail with basically scale equipment and slightly deeper rail to allow running of old Flyer equipment if the urge struck.

We moved back to WNY a few years ago and I have begun to build a representation of the New York Central's belt line in Buffalo. It's been fun researching, taking photos and trying to recreate in miniature. The most difficult part of this process is to realize an exact duplicate is simply not possible due to available space and probably, at least in my case, modeling skill.

The National Association of S Gaugers awarded its national convention to Buffalo in 2021 but the pandemic forced postponement to next year. The convention will be held August 2-6 at the Marriott in Amherst, with clinics, vendors, tours, auctions and most importantly, meeting old friends again.

If you have a few moments and a connection to the internet, check out NASG.org. The website is impressive, and you may get some ideas for your railroading experience, regardless of scale. There is a section highlighting the convention so if you're of a mind, stop in, we'd be happy to welcome you.



Photo By Ron Kemp



Photo By Ron Kemp

AP Report

I've had the pleasure to award Golden Spike Certificates to two members of our division (Frank Pastore and Paul Miller) this year. I know there are others who can obtain this certificate next year. The Golden Spike is usually the first AP certificate that can be obtained. This award is designed to demonstrate familiarity of hobby. There are three requirements to obtain the Golden Spike: rolling stock (motive power or cars), setting (structures and scenery) and engineering" (civil and electrical).



The first category is "rolling stock" requires completion of six (6) models (motive power or cars) which can be scratchbuilt, craftsman kits, or detailed commercial kits. This may sound complex but it is no more than changing couplers from hook horn to Kadee, or adding weathering, or adding detail such as a load on a flat car.

The next category is "setting" and can be satisfied by constructing a minimum of eight square feet of layout with scenery. There must be at least five structures on the layout, which must have some additional details. Remember that bridges are also structures.

Finally, the last category is "engineering" which requires the completion of three (3) types of trackage (turnout, crossing, etc.). Even track on a grade is considered a type of trackage. All of the examples must be properly ballasted and installed on a proper roadbed which can be cork roadbed if desired. All of the installed trackage must be properly wired so that two trains can be operated simultaneously by using a doubletrack main, a single-track main with sidings, block control, or command control. Finally, one additional electrical feature must also be provided. This can be a powered turnout, a track signal, a turnout indication, a lighted building or campfire, etc.

Many modelers will quickly discover that they have already completed these requirements with their layout (even if it is still under construction). All that needs to be done is to complete an application in order to be awarded a Golden Spike Award. Please contact me, the Division AP Chairman, to aid in completing the form and applying for the certificate.

WNY Division Holiday Luncheon

Don't miss our Christmas lunch at the Buffalo Brew Pub (6861 Main St., Williamsville, NY) on December 15th. We will be ordering from the menu and will have separate checks. Please note that reservations are required.

Call Frank Pastore

(home: 716-604-9024 or cell: 719-909-6898) to reserve a spot.



Update on Hamburg Train Show

The NMRA had a big presence at the Hamburg Toy and Train show this month. Division 12 (Erie), Western New York Division (Buffalo) and Lakeshore Division (Rochester) teamed up to present clinics all day Saturday and Sunday. Various member for each division presented either live or on zoom. Everyone who attended had a good time. Not only was it a níg success, but several new members were recruited into the NMRA as a result. This could have been the first time the three divisions from three separate regions worked together and marked the way for many more collaborations.



Picture by Frank Pastore

The three superintendents Brad White, Andy MacVie, and Dave Durr

From the Back Seat

Starting in the January/February issue of the Lantern, I plan to continue the “From the Back Seat” stories. Just as a reminder, the “From the Back Seat” stories are a series of short vignettes about a boy who is out with his father (or in some cases, his uncle) on a family outing. He is usually bored sitting in the back seat of his family’s car. Each story ends with him getting excited at spotting a train, these are train stories after all.

Each story is accompanied by a related picture from my layout, the Grand Allegheny Railway. The GAR is a freelanced railroad set in northeastern Pennsylvania through the Allegheny mountains. The stories are based on memories from my past and embellished to fit the accompanying picture.



Photo By Gary

Member Profile—Steve Cotten

My interest in railroads may be a product of both nature and nurture. My great-grandfather worked for the New York Central, and I grew up only a few miles from the NYC mainline. When I was quite young, my parents would often drive my sister and me to a rural road overpass where we could view trains approach and then thunder beneath us.

My interest in model railroading also began fairly early and followed a development path common to many of my generation. Initially, an oval of tinplate track and a basic Lionel train set appeared around the Christmas tree followed for several years by the addition of a new car or accessory as a present. A subsequent “upgrade” (?) to a more realistic Tyco HO train set (with brass wheels on the F7 engine) was operated at different times on a variety of Atlas brass “Snap Track” track plans assembled on a dedicated 4’x 8’ plywood sheet layout table. During middle school it became painfully evident that brass wheels and track do not offer reliable long-term performance. Hobby shops were discovered that offered a cornucopia of railroad modeling ideas and products, most of which were beyond both the limited means and available time remaining from competing teenage interests.

With the exception of maintaining a subscription to “Model Railroader”, requirements of college, marriage (to Cyndy), parenting (Amanda and Chris), and early career development compounded with numerous home relocations combined to suppress any actual modeling activity for nearly a decade. Ownership of our first house in Ponca City, OK (which offered space for a modest N-scale layout), inspiration from a truly gifted modeler and friend, and membership in a club constructing a modular HO layout all combined to rekindle the modeling flame in the early 1980’s.

I’m modeling in N-scale the North Central Oklahoma Railroad (NCOR), a short-lived (1982-85) branch line operating on 53 miles of former Rock Island track between Ponca City, OK, where it interchanged with the Santa Fe and the MKT. In between, the NCOR served numerous grain elevators and small industries mostly related to agricultural production. My current 3’ x 9.5’ layout is the second incarnation for the NCOR.

As you may be able to see in the attached photo, I’ve placed cardboard mock-ups of structure kits on the layout to assess their likely locations and help identify any necessary or desirable kit alterations. The next steps toward layout completion are scenery application (including addition of a backdrop suspended from the ceiling) and structure kit assembly and installation.

I also have a collection of Montour and PL&E HO rolling stock and locomotives from other roads that need to be repainted for the Montour and weathered that I accumulated while living in Pennsylvania. It would be satisfying to bring a short Montour train to another member’s HO layout to see it run. I also have no (zero, zip, nada!) prior experience with actual operating sessions. Therefore, I hope that my involvement with the WNY Division will offer me an opportunity to acquire some operating experience as well as pick up some pointers on scenery and airbrush painting techniques.



Photo by Andy



Directions:

Ctrl & Click Here for a Map

Get off the I90 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.



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Links and Notes

2021 National Assoc of S Gaugers

has **POSTPONED** their convention until August 2022. Watch our website and this newsletter for updates



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

Click on any of the logo's to be taken to their websites.



Buffalo Brew Pub

6861 Main St, Williamsville, NY

Directions

Order from the Menu and Separate Checks

Reservations Required

Would you please call

Frank Pastore to make yours?

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716-909-6898 Cell



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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

November Birthdays

Edward Kowal

December Birthdays

Gary Reynold

Robert Scheib

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

