

CNYLSRS

To all CNYLSRS members,

I want to wish everyone a Happy New Year for 2013! Hopefully this will be a good year and I will do my best to keep our newsletter informative and add some different interest for everyone. All I ask is for everyone to bear with me as I will learn to become a better editor as time goes on. Thank you for allowing me to be your new editor for our railroad club.

Stacy Hedden

Highlight on the Link below and press Ctrl and press Enter to view train photo slide-show.

<http://www.openmyeyeslord.net/TrainRide.swf>

Meeting

- Executive Meeting- Saturday January 19th
- Next General Meeting for all members- Saturday February 16th

Events

Here are a list of upcoming local Train Shows (sent by Gordon)

JAN. 20	TTCS Utica show
JAN. 26-27	The Amherst Show West Springfield, MA
FEB. 16-18	Pennsylvania GRS meet Scranton, PA
FEB. 24	Syr Model RR club show (Eastwood American Legion, James & Nichols)
MAR. 2-3	Rochester Model RR Club open house
MAR. 9-10	Greenberg Show, Monroe County Fair & Expo grounds, Rochester, NY - CANCEL
APR. 20-21	Valley Rail Sights, Masonic Temple, Ilion, NY
APR. 6 & 7	Greenberg Show, Syracuse (State Fair Grounds) a new location

A more complete listing of events can be found at

www.trains.com

scroll down to the bottom of the first page and click on events.

DISCUSSION: GENERAL MEETING IN DECEMBER

On The DV Layout-pushbutton

Installed is a new circuit board within the pushbutton circuit, that ramps up the voltage slowly to the track, so the train will take about 5-10 seconds to reach operating speed based on the setting of the controller. When the timer circuit board times out, (approx 5 mins.) all the operating functions and lights in the buildings will shut off, but at that moment in time, the train will now start to slow down to stop, based on the setting of the new board and relay that was installed.

As a reminder for those using the train layout at Driver's Village

Track and Switch information

As the majority of the members know, there are 3 lines to run the train on.

- The two lines on the inside (2nd & 3rd) are always DC control.
- The inner line 3 has a switch for push-button automatic or DC
- The outer line which runs on the outer edge along the window is the ONLY line to choose between DC or DCC.
- There are 2 switches under the control box
 1. The push-button/DC switch (For the 3rd inner line)
 2. The DC/DCC switch (For the outer edge by the glass window)

To run your train on the push-button line (The inner track towards the center layout)

If you decide to run your train on DC mode for the push-button line, we ask those to please make sure the push-button/DC switch is set back to push-button. When set to push-button mode, the train must be counter-clockwise, (As you set it on the track, the train is going to your right) otherwise, it will ***not*** run).

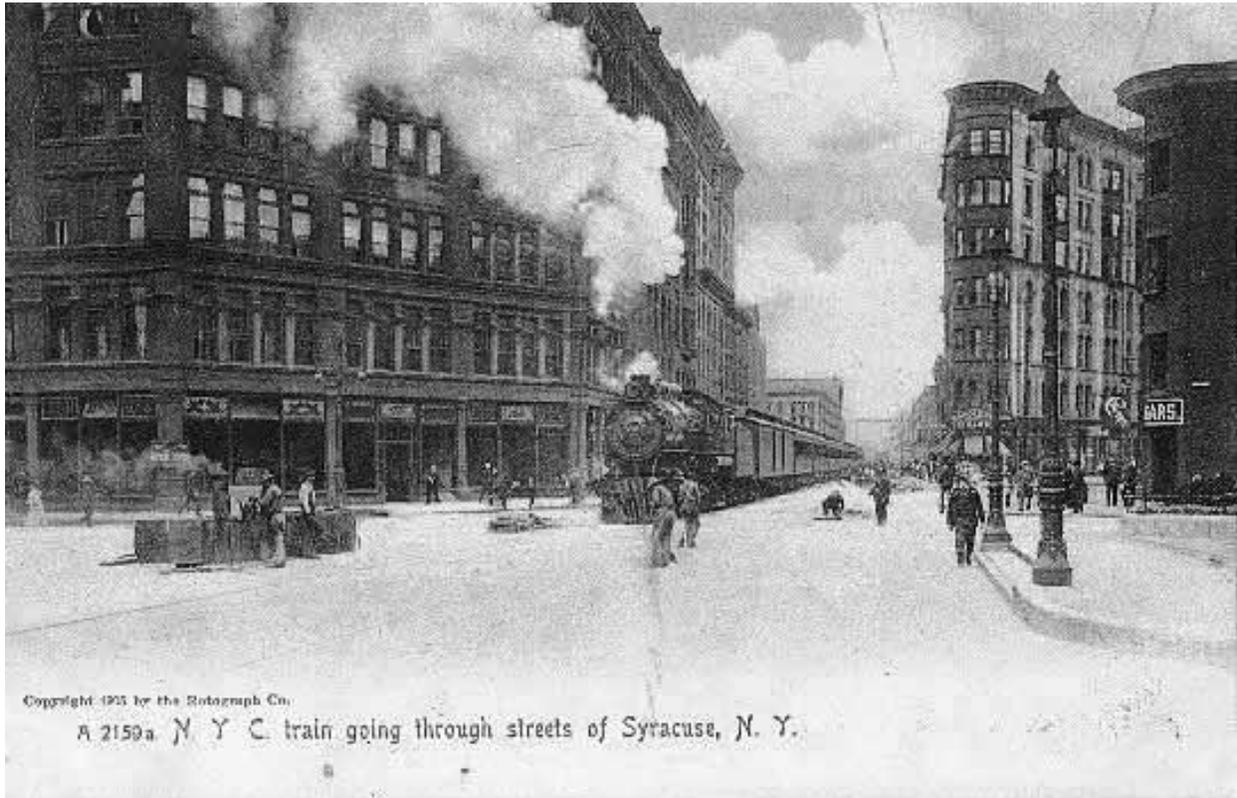
To run your train on the outer line

********Before running your train, please make sure the switch in the control box is set to the choice of what you want. Although the switch should be set to DC when finished, Sometimes we forget to move the switch back to DC. The switch is on the bottom in the electronic control box and it is labeled for either DC or DCC.

If your train does not run, check to see if the switch is set to DC if you are using DC or DCC if you are using DCC.

Turning Back The Clock!

A New York Central Railroad coming east on Washington St. (named Railroad Street at the time), circa 1900 or 1890s. The building on the left is the Yates Hotel.



New York Central Railroad had its station between West Fayette and West Washington Street, on the block west of Franklin Street. Washington Street was then named Railroad Street.

The era of trains running through Downtown streets came to an end in 1936 when the train companies finished construction of elevated tracks. New York Central Railroad's tracks ran on the right of way that was once the Erie Canal towpath. At their widest, there were 15 sets of tracks and five platforms between the passenger station on Erie Boulevard and the freight station on Burnet Avenue. The NYCRR passenger depot eventually became a Greyhound bus terminal after

The Delaware, Lackawanna & Western Railroad elevated its downtown tracks at the same time. The DL&W (which frustrated passengers sometimes referred to as "Delay, Linger & Wait") station was smaller and not as architecturally distinguished as its rival's.

Who has humor!!!???

January Wife Humor



January Husband Humor! (found this old chuffers comic in the Telegram Booklet)



Happy New Year!!!