

Central New York Large Scale Railway Society

April Newsletter

For Members only: Friday April 5th is the date for setting up at the fair ground - meet at DV by 11:00 am and State Fair by 12:00 noon to start the set up.

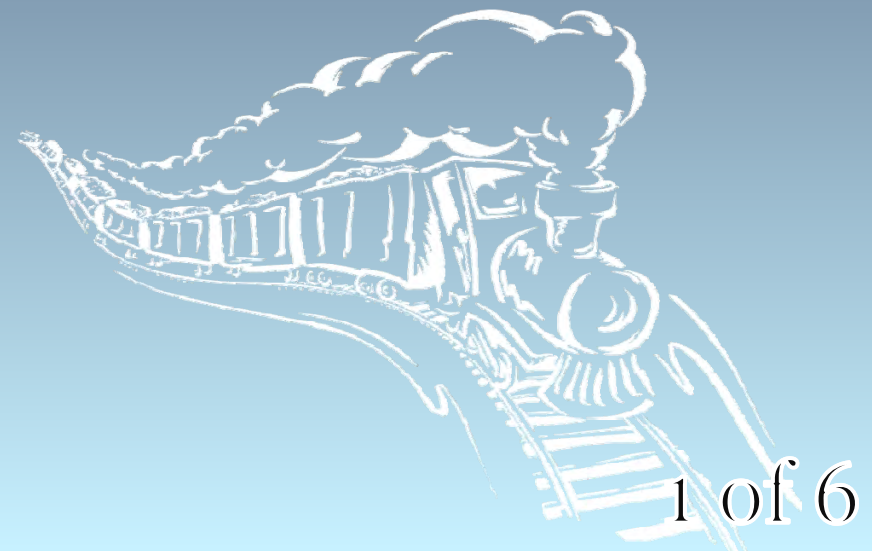
GREENBERG TRAIN SHOW

APRIL 6TH-7TH

10AM-4PM

AT

THE STATE FAIR GROUND



Meeting

For all members - April 20th at 9:30am

April 20th at
9:30am

April 20th is the final date for setting up open houses. For those who wants to do open house for public or members only, please contact Ed Feeley so we can get the information out. We encourage as many as we can to have one even if it is under construction which will give ideas to those who may be thinking about a layout.

Information

Spring is around the corner. Open House will be coming soon to see some of our members train layout in their yard. Every member has their own style that can be from simplicity to complex from garden style to city-like style with many features and unique buildings.

Everyone is welcome to see the layouts unless it is listed for members only. It is a must see to gather different ideas. Anybody can add a G-scale train layout in their garden.

The schedule for open house will be listed in the May newsletter. So be sure to check back in May for the dates and the locations of the open house for this summer of 2013.

From our Members

Greetings Trainmen and Trainwomen,
About two months ago I purchased from Brewer Railroad Plans (<http://www.brewerplans.com/> Authentic Structures for Garden railways) the Coal Tipple and Sand house from the DRG&W railroad at Chama New Mexico. These structures were built in 1924 and are now the property in fiction of Jim Exner's NYC System. They have been moved from Chama to Cicero NY. It has been a lifetime love affair with me for 35 years from my HO/N and now G scale layouts. The plans call for an experienced modeler in wood to attempt building this unit.

I thought for about 3 seconds before a name came to me...Bob Loran. (smile-sic.) I brought the plans to him and he said he would like to do it. So I took out a huge loan to pay for the free labor...just kidding! Well Bob began the project and with his vast knowledge of wood working he produced the two structures that are in the pictures. These will go in my new outdoor layout this spring.

I believe that his skill has created a very impressive G scale unit. I basically was relegated to finding ways to make small parts, find detail items on the web etc. In the end I only made just two slight changes.

Bob did a great job and I thank him greatly for his help and skill in this creation. Bob and me will be displaying the structures at the Greenberg Show April 6 & 7 at the State Fair Grounds. Bob and I plan on having a diorama with a steamer being serviced and coal train bringing hoppers to the Coal Hopper.



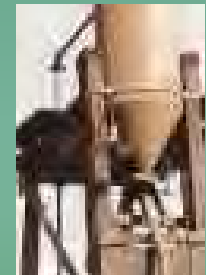
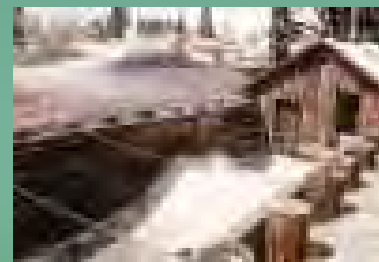
From Our Members Continue Greetings Trainmen and Trainwomen, continue

Here is a famous structure on the D&RG. Tall timbers make the majestic Coal Tipple in the Chama yard one of the highest on the railroad. The delicate weaving of massive wooden columns is a great reminder of the railroad builders skill. The Coal Tipple has withstood all that nature has dealt since 1924.

Coal is delivered to the hungry mountain locomotives when they pull beneath the chute in front of the Tipple. A clever drive-over car dump hopper and double-bucket hoist in the back of the Coal Tipple fill the 75 ton coal bin. Inside the mechanical building at the base of the Coal Tipple, an oil burning engine provides the power needed to lift the coal over 50 feet into the bin.



In the Chama yard, just south of the coal tipple a sand house holds facilities for screening and drying the sand. The sand tank on top of the sand house hooks up to the engine and fills the engines sand reservoir.



At south end of the Sand House there is an outdoor storage bin made of heavy timber railroad ties stacked 7 feet high. Fresh sand is shoveled from the storage bin to the covered sand house. Inside the sand house there is a large coal stove with a screening skirt. The stove heats the sand to dry it thoroughly. Once the sand dries the fine particles fall through the screen on the stove and onto the concrete floor. Large stones and trash are trapped in the screen. From the floor the fine screened sand is hand shoveled through a second screen to the holding bin at the north end of the sand house. When a train takes sand, compressed air from the engine is used to blow the sand up into the tank on the wooden tower outside of the sand house. Gravity then feeds the dry sand into the sand dome of the engine. Processing the sand is a complex operation that requires the sand to be shoveled three times before it can be used.

Trains use a great deal of sand. Where? At the Wheels! Steam locomotives and diesel engines have a mechanism to drop sand in front of the wheels where they meet the track rails. The wheels can slip on the rails when the locomotive is pulling hard, if the track is wet or frozen and when the track is oily. A little sand between the steel rail and the steel wheels improves traction. The C&TS uses tons and tons of sand each season!



The hangar's dimensions are 25 1/2" long by 15" deep and 12" tall. Several accessories were added that were purchased from Larry G Scale to enhance the diorama.

From our Members Con't

TO EASE THE "CABIN" FEVER...SO TO SPEAK

For all of you who have visited the Cramer's layout I am sure you are familiar with the scratch built aircraft hangar of styrene walls and asphalt shingles that provides shelter for the biplanes at the airport. Well this winter to ease the "cabin fever" syndrome (no pun intended) Thelma decided to replace the hangar with one of redwood and cedar so this scratch built hangar would fit better with the other hand built wooden structures in the layout. These were all crafted using plans, and pallets of wood, from Garden Textures (note, she did the hangar without any plans). She painstakingly fabricated the hangar out of wood cutting each piece to fit and placed all 1,200 cedar shingles on the roof individually. The work was tedious but well worth the time and effort in producing this beautiful structure. She has built numerous structures for our outdoor layout, known as the C&T Castle rock Short line Railroad, and now wants to pass on the plans to any club members who would like to try their hand at this enjoyable and time consuming adventure. To her the look of wood fits right in with the natural surroundings of the earth and plantings. Although there are still several plastic structures, these will eventually be phased out.

Thelma has decided to donate all her plans to the club at the April meeting. The plans include the 20th Street Building, Wayside Depot, Country Church, School House, Bungalow, and Great Junction Depot. These plans can be modified by the builder to change the outcome which allows you to have a larger variety of styles.

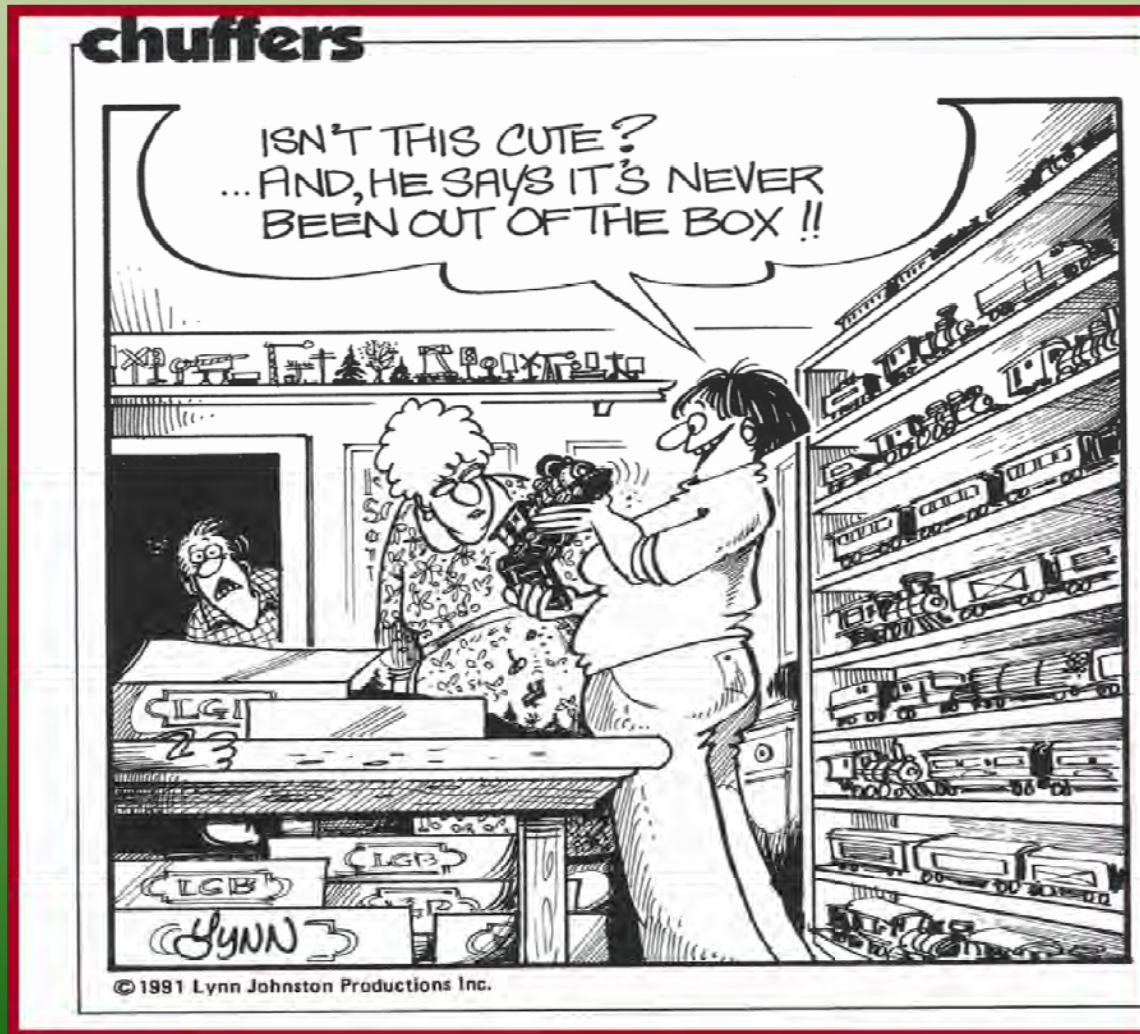
Carl

Going back in Time

The Delaware, Lackawanna and Western Railroad was one of two major railroads passing through Syracuse. Frustrated passengers joked that DL&W stood for "delay, linger and wait." This grade-level station was used until both companies elevated their tracks above street level in 1936. The expensive project to silence public criticism of trains passing through city streets couldn't save the railroads. 30 years later, the elevated tracks were torn out in favor of highways.



HUMOR



End