

The SCOOP

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The newsletter for the Knoxville Area Model Railroad Club, Inc.

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Conductor's Comments -Bruce McElhoe, President

I want to repeat our call for volunteers to help with the CMOR summer camp that starts up again June 13th, but our Model Railroad camp week starts July 11th through the 15th, from 9 am till noon. The railroad camp is well received and our past club volunteers have done a fantastic job teaching the basic tools of our trade. This is a hands on experience in building and setting up model train layouts using T-Track concepts. Learn train sizes and types and how they work. Trains will run over connected layout on the final day of the camp. So, if you can find the time we always need help with this camp. Contact Larry Burkholder for additional details.

We have started the electrical modifications that will both add to and correct some wiring issues. Two floor mounted receptacles located in the N-scale room have been roughed in. And we have initiated plans to run a separate circuit for both the large scale layout area and the emergency exit sign above the HO-scale room outside door. We still need some help installing a TV shelf up on the wall next to the HO-scale room exit door.

We are trying to make plans to take our traveling layout to two fall events this year. We have been invited to the Railgrass Fall Festival in Johnson City, TN, September 17-18. And, the French Broad e'N'pire club has asked if we would like to participate in their Autumn Rails show October 8. We will need to start making some plans to identify if we can participate in either or both events. We will have a presentable layout ready for showing by these dates.

July Event Calendar:

- **July 3** (1st Sunday): KAMRI regular club gathering.
- **July 17** (3rd Sunday): KAMRI open house followed by the regular business meeting starting about 4:15. Possible agenda items:
 - KAMRI area electrical upgrades
 - TV mounting
 - Traveling layout

Future Regional Items of Interest:

- **August 6-7**: Greenburg's Toy and Train Show, Timonium, MD
- **August 13**: 41st Atlanta Train Show, Norcross, GA
- **August 27-28**: Greenburg's Toy and Train Show, Chantilly, VA
- **September 7-10**: National Narrow Gauge Convention, Hickory, NC
- **September 17-18***: Railgrass Fall Festival, Johnson City, TN
- **September 22-24**: Mid-South Live Steamers Fall Meet, Columbia, TN
- **October 8***: French Broad e'N'pire Autumn Rails, Hendersonville, NC

** Potential participation using our new traveling layout*

HO Division - Alex Cameron

Here are the dates for July, 2011. Regular club Sunday meeting on the first Sunday, July 3 will be an operating session. The third Sunday, July 17 will be a run session, since it is still the regular open house for CMOR. We will start about 1:00. There will be Saturday work sessions on July 9 and 23. Thursday work sessions will be on July 7, 14, 21, and 28 starting at 9:30.

We did operate in June with a good crew. We made a change with the stock extra train. It now runs right after the harbor turn (so the stock cars unloaded from the car float doesn't sit a long time) and also does all the switching at Schrock meats. We ran most of the trains. The third Sunday open house, which was on Father's day, was extremely well attended. I had expected it to be a very slow day, and instead we had members coming out of the woodwork. It was nice to see so many members there.

I will remind everyone that when we have an open house, that besides watching where your train is going (because we usually run more trains than during an operating session), you also need to keep an eye on the visitors. Some of them can't keep their hands off the layout, and need to be reminded not to touch anything. We need to put up a sign. After the open house, I found a number of turnouts that had been thrown, and one narrow gauge car had disappeared into a tunnel. So, keep an eye on visitors!

The Club DCS100 that was sent back to Digitrax has been returned. They did not repair the old one, but have sent us a new one. The old one was at least 11 years old, and I suspect that they did not have parts to repair it.

Work session attendance has continued low in June. We still spend a lot of time on maintenance. We have added a run around track for the narrow gauge, near the ore transfer trestle, and that has improved the narrow gauge operation in Raccoon Creek. And Mike L. finished the display panel for the west end yard throat and installed that with Burt's help. And Bob R. has started looking at freight cars again, focusing on making sure the couplers are working correctly.

Here are more changes to the basic operating standards.

- 1) We are using a 4 cycle car card system. Each freight car, and passenger head end car has a car card associated with it. Each car card list the car's road name, number, type of car and car length. Each car card has a pocket in it to hold a 4 cycle waybill.
- 2) Some cars, which also operate as a 'block' of cars, do not have a car card for each individual car. At the moment, all of those cars are hoppers, and instead, there is a 'Hopper Block' car card, which list the type of cars in each hopper block. Other than that, the car card is treated as a regular car card. Hopper block car cards are used to govern the movement of the hoppers to and from the large coal tipple, the coal dock in the harbor, and the Chattanooga coal drag. They also govern the movement of hoppers between Hoods and South Wyeth.
- 3) A waybill is the document that says where each car is to go. This is usually some industrial location. It also lists where the car is coming from and the contents. Each waybill also list the type of car it belongs to, and it has four sections, labeled 1, 2, 3 & 4. When a waybill is put in a car card, only one of the sections is visible, and that is the current routing for the associated car.
- 4) Each train that operates has a train card that gives the basic instruction about where that trains is to go, and what it is supposed to do.
- 5) All the switching jobs that leave the yard (Knoxville) are turns. That means that they go to the location that they are to switch, and then retrace their route back to Knoxville. That means that all the trains need to have the locomotive and caboose swap ends. This should be kept in mind when planning switching moves. This also means that steam locomotives will be running tender first when returning to Knoxville. The only location to turn a locomotive other than at Knoxville is on the short turntable in Raccoon Creek. For operation purposes, the two reversing loops don't exist.
- 6) When a train leaves to switch a location, along with the train card, there will be a car card for each car in the train. The 'To:' section of the waybill shows where that car is to be placed.

7) When switching a location, the "From:" section of the way bills in the pick-up box show where those cars are to be found. All of the cars in the pick-up box are to be returned to Knoxville. There are exceptions. The Lumberton turn may have cars that are to be left at Upper Sea Side, and the Upper Sea Side turn may have cars for Lumberton. The Raccoon Creek turn may have cars for South Wyeth, and the Hoods/South Wyeth turn may have cars for Raccoon Creek. The Harbor turn may have cars for the Grain Coop, and the Grain Coop turn may have cars for the harbor car float. The Hoods/South Wyeth turn has cars that shuttle between Hoods and South Wyeth. All other cars for other destinations are to be returned to Knoxville.

8) In all cases, if a car is a 'hold' car (its car card is in the hold box, not the pick up box) that car may be moved to accomplish the switching, but must be returned to its original location when switching is completed. Any car that is set out should be placed behind any car that is a hold. This makes it easy to pick up that car at the next operation session.

Curt and I are still operating on Tuesday AM, and frequently have been having others join us.

N/Z-Scale Activities - Larry Burkholder

Not a lot to report this month. Progress continues slowly on all fronts.

The traveling layout downtown is essentially finished. The duck pond is beginning to fill and some cat tails have sprung up. Plexiglas guards have been painted and are ready to be installed. My wife, Marge, is set to sew the skirt. A major reforestation will begin on the town-side module and the layout should be about ready to go.

On the main N-gauge layout preparations continue to organize for operations. Bruce McElhoe has drawn a track schematic with industry locations. Necessary railcars will be identified and a simple operating scheme will be developed as a starting point.

Nothing new with the Z Gauge layout except it was obvious from the last running that the track and engines need serious cleaning.

Not related to our Division, but since they are stored under our layout and I have been taking care of them, I want to point out that we now have club shirts in both short and long sleeves in all sizes. If you are a member of the club you are expected to wear a club shirt for any public events, like open house Sunday. If you have not yet purchased a shirt see Bob Strickland or me. We have hats also for \$10.

Large Scale Rails - Lance McCold

Several of the LS guys joined the Blue Ridge S Scalers in Johnson City this month for a Saturday gathering; primarily a social get together with two short clinics and visits to two local home layouts. Gary Cameron hosted the meeting and spoke on creating additional S modules.

Earlier in the month on one of our Wednesday nights we visited Don Niday, who lives in west Knoxville. Don is building an F scale (1:25 ratio), four level mountain empire in his basement and has made considerable progress since our last meeting. The layout is primarily a mountain narrow gauge with a standard gauge interchange passes through town then disappears from the layout. Everything is scratch built or from kits and rolling stock is highly detailed. Don's layout is easily enjoyed but more interesting when studied closely.

KAMRI Web Site - Bruce McElhoe, Web Site Moderator - hmcclhoe@aol.com

Some Important Links:

Searchable online KAMRI library. [<http://connect.collectorz.com/users/kamr/books>]

2012 NMRA Southeastern Region Convention. "Tracks to the Smokys"
[www.tface.org/2012.htm]