

The **SCOOP**

April 2011

Vol. 25 No. 4

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

Editor: Jim Schall, phone - 423 369-2955, email - Schallj@highland.net

Website: knoxmodelrailroaders.com

Conductor's Comments -Bruce McElhoe, President

This has been an overly busy club month for executive decision. I feel like George Jetson at work stuck with pushing that one button way too many times!

I requested that our KAMRI Board of Directors consider establishing a new club officer that will act as our liaison with the Children's Museum of Oak Ridge (CMOR) and be a full member of their Board. This new position is officially named the CMOR Liaison Officer. This action was to allow any member of our club that is not currently an officer or Board member to have an opportunity to fill this new position.

Our memorandum of understanding with CMOR requires our club to provide an officer to be a full member on the CMOR Board of Directors. We now had to find a 'volunteer' that met both approval of our Board plus concurrence of the KAMRI general membership. I want to introduce Brad Tutt who has graciously stepped forward to volunteer as our Liaison Officer. Our Board is in agreement that he will be a good replacement for Larry Burkholder who is required to leave his current CMOR Board position due to term limits.

As a final step toward establishing Brad as our new Liaison Officer, I have requested a special meeting be held at the end of our upcoming 1st Sunday (April 3rd) club gathering. The purpose of this meeting is for the general membership to have an opportunity to approve Brad as our new club officer. Please come and give Brad a big high-five for his commitment to both our club and the museum.

April event calendar:

- Apr. 3 (1st Sunday): Regular club gathering followed by a special business meeting starting around 4:15.
- Apr 17 (3rd Sunday): Club open house followed by the regular business meeting starting about 4:15.

Safety Note: Always remember that the last to leave must ensure that all is unplugged, turned off, closed up, shut down, and locked up! This includes soldering irons, lights, blinds, doors, and electrical panels.

Another Note: 2011 DUES ARE DUE. Please submit \$25 to Bob Strickland. We only accept payment the old fashioned way, by cash or by check made out to KAMRI.☺ You can pay during any of our club gatherings or just drop it in the mail.

More Notes: Our club library inventory is posted in a searchable online library. Instructions for accessing and searching this site were provided to all in good standing club members. If you did not receive or have misplaced these instructions contact your club president and request a copy. The following is the link to our on-line library:

<http://connect.collectorz.com/users/kamr/books>

HO Division - Alex Cameron

Here are the dates for April, 2011. The regular club Sunday meeting on the first Sunday, April 3, will be an operating session. The third Sunday, April 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 April 9 and 23. Thursday work sessions will be on April 7, 14, 21, and 28 starting at 9:30.

We did operate in March with a good crew. We ran most of the trains. The third Sunday open house was extremely well attended, as it seemed that there were many free tickets. We had some trouble, more than usual, with people touching the layout, moving cars, throwing toggle switches etc.

Work session attendance has stayed good in March. With the increased manpower, we have continued to make progress on projects. The work on the narrow gauge ore transfer trestle continues, and we hope that that might be operational in April. A curved narrow gauge switch near the mountain is operation, and it is now possible to run narrow gauge trains through the mountain to reverse them or to use that track as narrow gauge staging. Bob Redlinger added a second track to the brewery in Lumberton, and that will make that more interesting.

We have also tested the newer Kadee electromagnetic uncoupler (number 309. The old one was 307), and that seems to work without having to be modified. We are now looking for a location to use that for operational testing.

Also, for review, here is some of the basic operating standards for our operation sessions.

- 1) Each train that operates has a train card that gives the basic instruction about where that train is to go, and what it is supposed to do.
- 2) 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.
- 3) When switching a location, all of the cars in the pick-up box are to return 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 destination are to be returned to Knoxville.

4) In all cases, if a car is a 'hold' car (its car card is in the hold box, not the pickup 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.

We have had our usual number of maintenance items that have needed to be addressed, but all in all, the operation of the layout has been fairly good the last few months.

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

Remember to bring locomotives and controllers for the operating session (which will be April 3), and for the run session which is on the third Sunday, April 17.

N/Z-Scale Activities - Larry Burkholder, N Coordinator

General work continues on the division layout and traveling layout. Loren Kneeland, Jim Grossen, and myself have tried to make Thursdays a regular extra work day. All division members are welcome. Join us for some work and lunch at the Soup Kitchen.

Ballasting is being done at the new switch installations and track has been removed in anticipation of further switch installations on the division layout. With the addition of two more passing sidings the layout should be ready for operations planning. Charlie Womac helped the old local lumber mill finish its modernization and it is now ready for business. With these positive developments the Chamber of Commerce has announced that a couple additional industries are considering building facilities in the region.

Thanks to Bruce McElhoe, after many months of isolation, the city on the traveling layout finally has the roadway of a new bridge over the tracks on the only road into town. A huge party was thrown by town merchants. Thanks to the engineering feats of Phil Brooks, the river that has lain dry for months suddenly started flowing again, bringing smiles to the faces of the coal mine management who now can resume dumping toxic wash waters. Trees and buildings are being glued down in anticipation of the big earthquake that is expected to hit the area when the layout is closed up for travel. It's a real exciting time in CMOR.

Nothing new happening with the Z scale layout, but our only other Z scale enthusiast, Bob Sanders, has returned from wintering in Texas and I am sure he will have some good ideas to consider.

Large Scale Rails - Lance McCold

As members visiting the Large Scale area can see, March has been a busy month for the division. Following a plan for the new O- and S-gauge layout developed by the layout committee, we built the bench work sections, and assembled them. The sections have been painted, and the wall behind the layout was painted the last Wednesday of the month.

Those of you who have missed our Wednesday night meetings have missed a great party. There has been lots of activity and camaraderie. It has been great having Bunky back after a two-month absence studying for the bar.

We all appreciate Bill Lee for leading design and construction of the bench work, and for the initial track plan. Brian McWilliams led the paint effort. Jim Fetzer has done a great job leading the layout committee.

In April, we plan to test the track plan by temporarily laying out track and accessories to assure everything fits as desired. Once we have proved the design, we will move to laying roadbed and track.

Museum Liaison Report - Larry Burkholder

Nothing to report from the museum. As of their annual membership meeting March 31st I will be off their board due to term limits. The club is trying to fill a position of Museum Liaison Officer who would take my position on the museum board to fulfill our contractual obligation to have an officer representative there. Our Large Scale Division was asked to find a candidate. Mark Fuhrman initially agreed to take that position, but since his company is doing work for the museum for which he is getting paid, the potential conflict of interest negated his participation. The last I heard the Large Scale Division was looking for another candidate. Check the Large Scale report below for a possible later update.

KAMRI Web Site - Bruce McElhoe, Web Site Moderator

No report this month.