

The SCOOP

November 2011

Vol. 25 No. 11

The newsletter for the Knoxville Area Model Railroad Club, Inc.
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Conductor's Comments - Bruce McElhoe, President

Are you all ready to fall back? That's back into serious model railroading that is. We are fast approaching our holiday schedule of events as the count down to December 4 is coming quickly.

Elections: Our first major club item is our upcoming annual elections. I know everyone wants to run for the sidings but it is what it is. You all are encouraged to take a hand at overseeing some part of our fine club. The pay has doubled ☺ and the camaraderie is great. All KAMRI Board positions and the current member that are up for open elections:

HO Representative (Dick Brion Board Chairman)
HO Representative (Pete Hoke)
N/Z Representative (Phil Brooks)
N/Z Representative (Charlie Womack)
LG Representative (Jim Schall)

Note that the general club population directly elects the board. But the Board selects the club officers. The general membership can suggest (or volunteer) a member in good standing for any officer position. The Board will use those suggestions to make the officer selections. Also, each club division needs to identify their choice for Coordinator over that part of our organization. Our elections will be held during our December 4th Christmas Party. The following are the positions and the current member that the Board will be filling for the upcoming 2012 season:

President (Bruce McElhoe)
Vice-President (Curt Goff)
Secretary (Jim Schall)
Treasurer (Bob Strickland)
CMOR Liaison (Brad Tutt)
LG Coordinator (Lance McCold)
HO Coordinator (Alex Cameron)
N.Z Coordinator (Larry Burkholder)

Club Dues: Our upcoming Christmas Party also means our kickoff for collecting the annual KAMRI Dues. At our October 3rd Sunday meeting we discussed the dues structure. The unanimous decision was to adjust our annual dues from the current \$25/year to \$50/year. This increase would break down to \$30 for the KAMRI treasury and \$20 for a utilities fee that will be paid to the Children's Museum of Oak Ridge.

We have had a free ride ever since we formed this partnership with the museum. The museum is in a constant struggle to make ends meet. On an on-going basis, the museum contributes at least \$2000/year in utility costs for our club area. In addition, when we are operating for the benefit of the museum at open house, festivals, and the gala, we are covered by museum liability insurance. For this we have been paying nothing monetarily. With our help through this annual utility fee submittal we can remove some of the financial burden off the museum for the utilities we are using.

Caboose Decoration: We will need to get the Garden Railroad decorated for Christmas prior to the museum Gala on December 2nd. With Thanksgiving coming we will want to get into that early this month. Ken Klipple is handling the coordination of this task and can tell us what needs to be done by when. Please refer to an e-mail he sent you dated October 20 for some of the work details and schedule of things that need getting done.

CMOR Christmas Gala: The museum Gala is Friday, December 2nd. I will need a count by our business meeting on November 20th of who from our club will participate either in running trains, manning the bar, or serving wine at the dinner. Trains will run from 6 pm until about 7:30 pm. A dinner will be served to all who are in attendance. The theme of the gala this year is Morocco. And, beer and wine will be available for our volunteers.

KAMRI Christmas Party: It's time to loosen the belt again! Our club Christmas party is always the first meeting in December, this year it's the 4th. We need volunteers to handle the meat dishes, beverages, assigning side dishes & desserts, getting plates & utensils, and getting table decorations. We'll discuss it at the meeting on the 20th, but let me know if you are willing to help. The party begins at 6:00pm.

November Club Event Calendar:

- **November 6 (1st Sunday):** KAMRI regular club gathering.
- **November 20 (3rd Sunday):** KAMRI open house and meeting
- **November 26-27:** Garden RR and Caboose decoration
- **December 2:** Gala Garden RR setup and operation 4:30-7:30pm
- **December 3-4:** Christmas in the Garden Operations 4:30-8:00pm
- **December 4 (1st Sunday):** KAMRI Christmas Party and Elections 6:00pm

Regional Items of Interest:

- **November 5-6:** Great Train Expo Norcross, GA [<http://www.greattrainexpo.com>]
- **November 25-26:** Secret City Scenic Excursion Train "Thanksgiving Special" [<http://www.southernappalachia.railway.museum>]

The Garden RR Social:

50 members of the Garden Railroad Club from Ohio and the bus driver [<http://www.cgrs.org>] descended on our club grounds for a Saturday afternoon of eating and running trains. A group of our large scale folks sponsored a great cookout along with a bonfire. The fire was a great addition as the weather was very fall like but bright and sunny. The visitors were extremely complimentary of our club, the clubhouse and definitely our layouts. One thing that was very interesting of the group is it was about a 50/50 mix of men and women. And, the women were very knowledgeable of garden railroading. They toured every inch of our clubhouse and admired the quality of our modeling. Our club attendees that helped with the social were presented with buttons from the Ohio ground that showed the level of fun one was having with trains.



Good food and green club shirts.



Long lines for desert.



And a fall weather hot bonfire.

N/Z Scale Division Report - Larry Burkholder, N/Z Coordinator

Progress continues towards setting up operations on the N scale layout. Two methods are being pursued, with the first being the simplest and meant to be an intermediate procedure while the traditional car card method is developed. The simple "Wheel Report Forwarding System" will allow us to start operations without worrying about what car is going where. It is a switch list that directs certain types and numbers of cars to designated industry areas where they are exchanged for like cars on the sidings there. It doesn't matter which box car, for example, in the train is set out at an industry as long as it is exchanged for a like car from that industry. The list indicates how many of each car type is to be set out. Meanwhile, Loren Kneeland is preparing car cards based on a layout inventory he took. We currently have about two hundred cars on the layout and he is also checking our inventory against the estimated industry needs to see what additional cars, if any, we need to add. I am developing waybills for the cars. Our biggest need now is to add a few staging tracks to allow for temporary car routings off the layout. Also, since we do not have a way to turn locomotives and would prefer to run turns on an out-and-back basis, we will probably not use steam engines except in the yards.

Construction crews have been busy on the layout. Installation of the Peterson Chemical Plant is complete and they are currently staffing up in anticipation of starting production. Jim Grossen completed a cattle chute between the pens and the Mugge Meat Packing building and Loren Kneeland paved the access drive to the plant, so production is about to begin there also. Charlie Womac finished the lumber production facilities. All they need now is for the railroad to start operations so cars can be delivered.

Jim Grossen has also completed a major rewiring project to eliminate the need for several 9-volt batteries at displays around the layout and to provide power to our crossover track.

Jim, Loren, and myself meet around 10 am most Thursdays to work on the layout. Anyone else interested in joining us would be welcome.

Nothing new in Z scale.

HO Division - Alex Cameron, HO Coordinator

Here are the dates for November, 2011. Regular club Sunday meeting on the first Sunday, November 6, will be an operating session. The third Sunday, November 20 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 November 12 and 26. Thursday work sessions will be on November 3, 10, 17, and 24 starting at 9:30.

We did operate in October with a small crew. The third Sunday open house was well attended with many visitors. Remember to watch those visitors during the open house! Work session attendance has been sporadic in October. We have had a few maintenance items. They seem to come in batches.

The new track at South Wyeth seems to be operating well. We did make a lot of progress on the NG in October. I managed to finish the curved narrow gauge switch for the tail track on what I have named as Bald Mountain. That has now been installed, and the rest of the track to the lumber track has also been installed. Tortoise switch machines have been installed where necessary, and the wiring is nearly done. We now need a control panel for the mountain spur. Locomotives can now run up and down the mountain to the lumber camp, and the quarry. I have included those industries in the operating session. The narrow gauge operation now is requiring two locomotives. Great fun!! I need quite a few more narrow gauge cars, including log buggies for the lumber camp.

The paint booth is still not operational because there is a problem with the exhaust blower. It makes an annoying scraping noise where it is running and we have not been able to fix that yet. Pete Hoke went through the air brushes and we have three useable ones.

When selecting a locomotive to operate on the railroad, keep several things in mind. Like a real railroad, large diesel or large steam locomotives will not perform well in switching some of the industrial locations because several of them have tight curves and/or number 4 switches. And also because of the poor track work in several locations, large locomotives may also have trouble on the main line in several locations.

Here are more changes to the basic operating standards. We have been handing out copies.

KAMR operations

1) We are using a 4 cycle car card system. Each freight car, and each passenger head end car has a car card associated with it. Each car card lists 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. Caboose do not have car cards.

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 lists 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 the mine at Hoods and the power station at South Wyeth.

3) Each 'Town' has a name. Currently the towns are (from North to South) South Wyeth, Raccoon Creek, Hoods, Beaver, Knoxville, Lumberton, Upper Seaside, Lower Seaside, Harbor, and Grain Coop. These locations are switched by freight train locals, and by passenger trains where there is a passenger station. Each town has a car card box. Each box has 3 sections, labeled: Set out, Hold, and Pickup. When a freight train switches a town, after the cars are spotted at their correct industries, the car cards are placed in the Set Out section. The car cards in the Hold section are left alone, and any cars in the pickup section are placed in the train to be returned to Knoxville.

At towns with a passenger station there is a car card box for passenger car cards.

4) 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 lists 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.

5) Each train that operates has a train card that gives the basic instructions about where that train is to go, and what it is supposed to do. There will also be a car card for each of the cars in that train. They are placed behind the train card, and the whole package held together with a rubber band. The car cards should be sorted in the order that the cars are in the train.

6) 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.

7) 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.

8) 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 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 hopper cars that shuttle between the mine at Hoods and the power station at South Wyeth.

With the exception of the Hoods/South Wyeth hoppers, these cars should be spotted on a clear track in the adjacent town and a respot card should be placed in front of the car card(s), secured with a rubber band and placed in the "Pickup" box of the adjacent town. The next "turn" for the adjacent town will spot the car(s) at the proper location(s).

All other cars for other destinations are to be returned to Knoxville.

9) In the case where there are too many cars destined for a particular industry, the excess cars should be spotted where they will not interfere with train operations. A respot card should be placed in front of the car card(s), secured with a rubber band and placed in the "Pickup" box of the appropriate town. The next turn to that town will spot the car(s) in their proper location.

10) 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

11) Passenger cars are handled slightly differently. Both the local passenger and the through passenger have cars that are to be switched at Knoxville. That information is spelled out on the respective train cards. The local passenger trains has additional switching because it switches head end cars as required at each stop. At the first stop for the north bound local passenger, Lumberton, any cars for Lumberton should be left there. Any north bound cars should be picked up. That would be cars for Knoxville, Beaver, Hoods, Raccoon Creek and Cincinnati. At Knoxville, the head end cars for Knoxville should be dropped, and any north bound cars should be picked up: cars for Beaver, Hoods, Raccoon Creek, and Cincinnati. At Beaver, the head end cars for Beaver should be dropped, and any north bound cars should be picked up: cars for Hoods, Raccoon Creek, and Cincinnati. At Hoods, the head end cars for Hoods should be dropped, and any north bound cars should be picked up: cars for Raccoon Creek, and Cincinnati. At Raccoon Creek, the head end cars for Raccoon Creek should be dropped, and any north bound cars should be picked up: cars for Cincinnati. There should be no cars except those for Cincinnati in the train at that point.

("Remember model railroading is fun.")

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 first Sunday operating session, and for the third Sunday run session.

Large Scale Rails - Lance McCold, LG Coordinator

Lots of planning and a bit of work have taken place on the large scale layouts. The Lionel layout is being prepped to be lifted approximately eight inches so that a small American Flyer loop can be hung underneath the Lionel layout. Brad T and Bunky B are heading that project up.

John Amburgey, Lance McC and Jim S have started a two foot by twelve foot set of modules to incorporate an S scale switching layout. It is planned to be completed prior to the S Scale National Convention in Chattanooga next summer. We are thinking that hand laid code 100 rail will provide the road bed and Fast Track fixtures used to construct number five switches.

In the Garden - Christmas is almost here, Ken Klipple

Yes, it is that time of year. We need volunteers to help prepare the Garden and trains for the Christmas run and to run trains each Saturday and Sunday through December. Check the KAMR Calendar for dates. **The signup list is on the clipboard on the "O" layout.** You can also send me an email (kklipple421@cs.com) or give me a call (207-4904).

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

All's quiet on the cyber board front.