

# The SCOOP

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The newsletter for the Knoxville Area Model Railroad Club, Inc.  
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## **Conductor's Comments - Larry Burkholder, President**

Our monthly business meeting will be held at 5 pm on Sunday, March 4th. I am sure some members will be at the club by 1 pm. The regular museum open house Sunday is the 18th from 1:30 to 4:30 pm.

If you have not paid your 2007 dues by the end of the meeting on the 4th, you will be dropped as a member. The dues are still \$25 a year. Checks should be made out to KAMR and mailed or given to Bob Strickland.

I had hoped to have a clinic scheduled for each quarter, but plans for one on ballasting track in March have hit a snag, so hopefully we can get something scheduled for April.

The club has acquired thru donations a significant number of rolling stock and engines for which the club has no use. Essentially all of it is HO scale equipment. We have sold a very small amount of it at the club, but we need to get organized to sell the rest of it. It is taking up a lot of space. If any of you know anyone who might be interested in buying some of it tell them to come by the club some Sunday and look it over. First, however, we need to catalog what we have and set pricing. We could use a couple volunteers to work with Alex Cameron and me to review our stock.

I see our resident master author, Phil Brooks, has another article in the latest issue of *N Scale Railroading*. This one is about scratch building a yard tower using CAD. Congratulations Phil.

By the time you read this our past president, Rick Heller, will have undergone surgery for colon cancer. Hopefully everything will have turned out ok and Rick will be on the mend. I know all of us wish him a quick recovery and a speedy return to the club.

## **HO Division – Alex Cameron**

No big changes in store for March. We will continue what has now become our routine schedule. We will have regular club Sunday meeting on March 4 and 18, starting about 1:30. Thursday work sessions on March 1, 8, 15, 22, and 29, starting at 9:30. Saturday work sessions on March 10 and 24, starting at 9:30.

The International Festival at the Children's Museum on February 3 went quite

well. We had more visitors to the layouts than I can remember at past events, and mostly the operation went smoothly, except for an occasional problem with the reverser on the lower loop.

Attendance in February varied from 3 to 8, and steady progress has been made. We have fixed a number of problems found by long wheel base steam. The staging yard is working, with an operational diode matrix for track selection. More track has been laid in the upper mine loop, and switch machines and switch machine controls installed.

The track into Upper Seaside and Lower Seaside has been completed and wired and is operational. These are industrial areas in the curve connecting the Lumberton and Harbor modules.

Remember that the third Sunday is a run day, so come and run trains.

### **N-Scale Activities - Bruce McElhoe, N Coordinator -**

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Last months quote "Each gathering moves us a bit closer to completing many a varied layout project."

Retraction of quote: During our recent cold weather and dry conditions, wood shrunk and metal expanded. The final result is we now have about a dozen or so sections of mainline track that need major repair and replacement. A few places the flex track busted out of the spikes and other places the whole track including ties popped up from the ballasted roadbed. So my final word is we may have pushed closer to completing some ongoing projects but we were slapped with a new handful.

We did manage to keep some trains running during the open house but the early hours of the day were racked with uncouplings and derailments. At first we just blamed it on the top-heavy auto racks. Not until the lead engines kept derailing at a switch did we really see the issue of the many track problems. The switch was deformed so much the engines were just lifting off the track. Fortunately, Larry had his trusty Dremel and the deformed rail was cut to allow room to expand back into gauge. That's when we started noticing the other problems around the layout. I would have to say that the topper of the day was when we were locking up the doorway from the n-scale room into the museum hands on area. THE DOOR WOULD NOT LATCH! The doors frame had deformed so much that the door latch would not line up with the striker plate. Only when I firmly lifted the door upwards did the door latch shut. If we want to obtain some humidity would that cost come out of the club's general fund or would it be charged to the applicable division?

As many have already read, fellow club members did have an enjoyable (and expensive☺) trip to the WGH train show in Atlanta. One very interesting thing that came out of it was an invitation to visit [Rio Grande Hobbies](#). This is a major n-scale e-retailer that fellow wee-man Phil Brooks visited prior to their

move from Kentucky. Looks like we may need to save up some more pesos' amigos!

During the upcoming gathering I suggest we consider replacing many of the Atlas 5-in connector tracks with sections of flex-track. This is from comparative observations of places where module connections that incorporated the Atlas track started tearing up the mainline tracks, but in places where flex-track was used, these jumpers just 'flexed' without damaging the mainline track.

There I go again. I just added some more items to the project list.

I will close for now by encouraging all of us to continue utilizing our web site at [www.knoxmodelrailroaders.com](http://www.knoxmodelrailroaders.com). Sharing anything about trains (and food) is good!



An N scale heat wave no doubt!

**Large Scale Rails - Jim Schall** schallj@highland.net

The large scale guys are once again in a building mode -- of sorts -- Brad and Frank and their wives are discovering the intricacies of American Flyer and rebuilding (remodeling?) the original Flyer layout that Lance and I put together before we abandoned it for S scale. Fred is establishing a farming empire; while Lance continues to cogitate on a mountain empire. Gary has been watching over everyone's shoulder and giving all of us lots on encouragement but without anyone to keep him company the Lionel racing society has fallen on "slow" times. Me, I stay busy with my little witticisms and sooner or later I will get the background buildings and industrial siding put together!