

The **SCOOP**

June 2011

Vol. 25 No. 6

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

Where did May go?

Our club has been very busy. A club vote has confirmed Brad Tutt as our new KAMRI representative on the museum Board of Directors. We have obtained a new 32 inch flat screen TV for our use with both engine mounted camera viewing and other video desires. Electrical modifications have been installed for the garden railroad. Plans are being discussed on adding additional electrical circuits for the Large Scale Division area, the TV location, and the emergency exit sign. One side action is we need to map out all current circuits and their associated breaker. This should be done as soon as practical as it will also aide in assuring keeping the electrical box power loads properly balanced.

Keep in mind that the CMOR summer camp 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 hand's 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.

Club volunteers ran trains for the CMOR special pre-school program the evening of May 13th. Initial plans were to run the garden railroad but plans changed on the fly. The guys had to fire up some of the indoor layouts for the attending guests. Things did work out but later discussions with our CMOR Liaison as well as at our last club meeting covered how to better our support for these requested events. Our club has always strived to support the museum in any way practical. At our meeting we discussed drafting a request form that the museum could use that would identify their expectations. This could be accomplished with a simple checklist of what layouts they would like displayed as well as the times and dates. This would help us with scheduling volunteers specific to the needs identified in the request. More details on this later.

The museum is working to minimize the infiltration of unwanted guests. The museum underwent an extermination treatment on Monday, May 16th for the creepy crawlers and such. There has also been a major effort to thwart the invasion of four legged critters. The scoreboard as of May 24:

Critter Getter: has caught a total of 5 animals since the beginning of the project.

- 3 raccoons in the ceiling from 3 weeks ago.
- 1 raccoon in the crawl space on the weekend of 5/8.
- 1 groundhog in the crawl space last weekend.

It's quite apparent that we are not the only critters that like to spent time at the museum!

May Event Calendar:

- **June 4:** KAMRI Evening Run in the Garden at the museum starting at 7:00 pm and operating until after dark.
- **June 5** (1st Sunday): KAMRI regular club gathering.
- **June 19** (3rd Sunday): KAMRI open house followed by the regular business meeting starting about 4:15. Possible agenda items:
 - KAMRI area electrical upgrades and mapping
 - TV mounting
 - CMOR support request form
- **June 25:** THE 8th ANNUAL NORTH CAROLINA MODEL TRAIN AND RAILROAD ARTIFACT SHOW & SALE, Metrolina Expo Trade Center Charlotte, North Carolina

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

HO Division - Alex Cameron

Here are the dates for June, 2011. Regular club Sunday will meet on the first Sunday, June 5 which will be an operating session. The third Sunday, June 19 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 June 11 and 25. Thursday work sessions will be on June 2, 9, 16, 23, and 30 starting at 9:30.

We did operate in May with a good crew. We ran most of the trains. The third Sunday open house was well attended.

The Club DCS100 that was sent back to Digitrax has not been returned yet. Guess it is just about time to call them and find out what is going on with it.

Work session attendance has been lower in May, but we have been making some progress in spite of the continual maintenance problems. The narrow gauge ore transfer trestle is operational, even though all of the scenery is not done yet. The K27 Mudhen can push a full consist, 8 ore cars, up the ramp without a problem. It is fun to watch.

We have now had several operating sessions using the two Kadee electromagnetic uncouplers on the brewery spur in Lumberton, and they seem to be working well, even using delayed uncoupling. We now need to address the problem that all of the cars on the layout need to be checked to ensure that their couplers are working correctly. The problems that I have seen seem to be related to couplers not opening or swinging far enough from the center line.

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) 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 identifies 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.

3) 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.

4) 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.

5) When switching a location, all of the cars in the pick-up box are to be returned to Knoxville. There are exceptions. The Lumberton turn June have cars that are to be left at Upper Sea Side, and the Upper Sea Side turn June have cars for Lumberton. The Raccoon Creek turn June have cars for South Wyeth, and the Hoods/South Wyeth turn June have cars for Raccoon Creek. The Harbor turn June have cars for the Grain Coop, and the Grain Coop turn June 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.

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

Remember to bring locomotives and controllers for the operating session (which will be June 5), and for the run session which is on the third Sunday, June 19.

N/Z-Scale Activities - Larry Burkholder

All of the switch installations and first track removal has been completed and we are ready to begin operation planning. Some electrical drops remain for protection, but there is continuity everywhere now without them. The next step is to inventory our industries to determine operating options. Then we need to identify the best operating system for us.

Scenic work and siding alignment has begun in the remaining industrial area. A new cattle pen and packing house is planned.

The traveling layout progress is slow, but sure. Plexiglas has been ordered for the exposed sides. Cloth has been purchased for the skirting.

With the rainout Friday the 13th some of the G scale guys ran our layout for the museums preschool evening event. Attendance was low, but those who made it back to the World of Trains area had something to enjoy.

Large Scale Rails - Lance McCold

The large scale division has been experimenting with various track plans for the new layout. Having begun planning with O-31 track, it is working with loaned O-72 track and switches. There is general agreement that trains look better with the wider radius track. The division has also started working on figuring out how to integrate some operating accessories loaned by members. There is a lot of interesting things going on in O-gauge now that we have a table to work on.

The division has decided to build a temporary S-gauge loop of track so that members can run American Flyer trains while we figure out whether to integrate the S-gauge into the O-gauge layout or pursue some other options. A new idea that has popped up is to build a fold up S-gauge layout in the hands-on area. If pursued, it would fold up against the wall when not in use and fold out for open houses and for work sessions. The remainder of the time, it would be out of the way.

Division members operated the O-gauge Freedom Train and a generic O-gauge freight train for visitors for the CMOR special pre-school program in the evening of May 13th from 5:30 until 7 pm. The original plan had been to run the garden railroad, but because of rain LS Division guys moved indoors and ran the O-gauge equipment.

In June, we will continue our efforts to explore options for O- and S-gauge trains in the available space.

KAMRI Web Site - Bruce McElhoe

No report this month.