

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

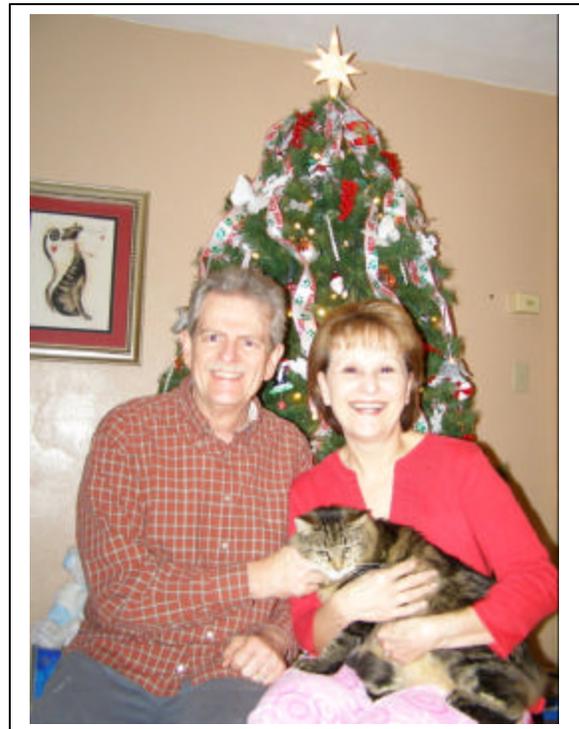
Here we are nearing the end of another years worth of model railroading. The parties are scheduled, the lights are up, and winter is creeping in. The CMOR Gala is upon us followed by our annual Christmas gathering and elections. As always I encourage you to give a helping hand at these events. This includes offering your time on the upcoming weekends to man the garden railroad. Please refer to specific information in this Scoop.

Our Christmas party starts at 6 pm December 4th and all are encouraged to attend and bring a dish as previously assigned in an earlier e-mail. We will be holding our annual elections after all are well sated on the good foods and deserts all have contributed. I have provided all of you with a sample of the ballot that you can use. I encourage you to take a moment and consider being a candidate.

This party is also the kickoff of our 2012 dues collection campaign. Please note that our dues structure has been modified for the 2012 season. The new rate will total \$50 with \$20 from each paying member going to CMOR to help cover our usage of utilities.

Whether you are prepared to pay your dues at the party or not we will ask that you check with our club treasurer (Bob Strickland) and look over your current membership information to assure its accuracy.

Every year I've been in this club has been rewarding in that I've had the enjoyment of meeting all of you and learning from you that has expanded my modeling abilities. I want to that all of you for all of these experiences.



I wish all have the most wonderful and safe holiday season!

HO Division - Alex Cameron

Here are the dates for December, 2011. It is different this month. First, we have the CMOR Gala on Friday night, December 2. We need members to come help run trains, man the bar (test the wine, an important part of that) and to serve wine at the Gala dinner. The regular club Sunday meeting on the first Sunday, December 4, which is usually an operating session, will be the KAMR club Christmas party instead, **no operating session in December**. The third Sunday, December 18 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 December 10 and 24. The latter, being Christmas Eve, may not be very productive, assuming that someone else besides me even shows up. Thursday work sessions will be on December 1, 8, 15, 22, and 29 starting at 9:30. The first one, December 1, will be mostly clean up and so on for the Gala. We did operate in November with a small crew. It went fairly smoothly. 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 again in November. We have had our usual maintenance items. One of those was with the east (south) end NX interlocking control, and was caused by marginal voltage getting to several Tortoise switch machines because they had LEDs wired in series with them. That is really the first trouble I recall with that system since the initial installation.

The addition of the new narrow gauge track up Bald Mountain has expanded the operation there, and with the trains that run there, it takes 3 hours or so to just do the narrow gauge operations. Running up and down the mountain through the switchbacks is great fun.

We still need a control panel for the mountain trackage. The location detectors for the hidden narrow gauge tracks are mostly operational.

Before more narrow gauge track is put in, we will have to replace the troublesome curved turnout on the lower loop. This will require some disruption of the scenery in that area because the subroadbed must be replaced.

Only minor changes to the basic operating standards this time.

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. Cabooses 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 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 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 re-spot 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 re-spot 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 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. 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 have 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.

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.

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

Work continues towards getting the N scale layout ready for operations. A new 4' x 30" module has been added to one end of the layout to provide space for a staging yard that will allow two tracks each for interchanges to six cities off line. Yard design is underway. A new sheet metal company is being built in the West End Industrial Area. Bob Muggie is general contractor and builder. Loren Kneeland has completed all the car cards and waybills are being developed.

Although by the time you read this the event may be over, but a reminder is in order about the train operations scheduled for the Children's Museum Gala, Friday, December 2nd. The event starts at 6 pm and members who are coming to run trains should be there by 5:30 to get things started. Running will continue until just after 7 pm. Stick around, because a dinner will be served to everyone operating starting about 8 pm.

Just because we're the N/Z wee people doesn't mean we shouldn't be helping man the Christmas Garden runs in December. Three operators are needed every Saturday and Sunday evening from 5 until 8 pm in December except Saturday, Christmas Eve. If you can help please let Ken Klipple know. He has a schedule and can tell you what days still need coverage.

Remember, several of us meet at the club on Thursday mornings around 10 am to do general work and planning. If you can join us come on by.

2012 dues are due. They have been increased to \$50/year. Still a great bargain and \$20 of it goes to help offset part of the over \$2000/yr museum expenses for our area. They haven't asked for anything, but we couldn't ask for a better landlord and they deserve our financial support in addition to the services we occasionally provide.

Wishing everyone a very merry Christmas, or whatever holiday you celebrate this time of year. Sorry I'll miss all of you at the Christmas party, but duty calls elsewhere that weekend.

Large Scale Rails - Lance McCold

The Large Scale Division has been preparing to raise the O-gauge layout about 8 inches so that an American Flyer layout can be installed beneath it. Raising the layout should occur this month. We expect to have the O-gauge layout operating for the CMOR gala. The Division is also restoring old operating accessories for use on the layout.

Once the O-gauge layout has been elevated, the installation of the Flyer layout to follow.

The S-scale contingent continues building a modular switching layout. The plan is to have it operational for the National Association of S-Gaugers convention in Chattanooga this summer. The bench work is complete and cork has been applied for part of the track. The scale contingent borrowed a Fast Track switch jig and will begin building the 10 turnouts in December.

Christmas In the Garden Signup --- Please fill in the blanks.
Email, call or add to the list. The List is on the end of the Library shelves next to the back door.

**2011 CMOR Christmas In the Garden
Setup and Operation**

We need at least two operators each night, but it would be best to have three for each session.

Is your name on the list??

CMOR Gala

From 4:30 – ~7:30 PM for setup and breakdown

December 2nd : Peter Hoke, Ken Klipple, Jim Schall _____??_____

Christmas In the Garden Operators

From 4:30 – 8:00 PM for setup and breakdown

December 3rd : Ken Klipple _____??_____ _____??_____

December 4th : Curt Goff, Ken Klipple, Jim Schall

December 10th : Harvey Halcott Ken Klipple _____??_____

December 11th : Peter Hoke Larry Burkholder Ken Klipple

December 17th : Dick Brion Larry Burkholder Bob Strickland

December 18th : Peter Hoke Dick Brion Ken Klipple

December 24th : _____??_____ _____??_____ Ken Klipple

December 25th : _____??_____ _____??_____ Ken Klipple

December 31st : _____??_____ _____??_____ Ken Klipple

January 1st : Larry Burkholder Bob Strickland Ken Klipple

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