

The **SCOOP**

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

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This is to inform you that the founder of the Children's Museum, Selma Shapiro, has passed away. Her funeral will be at Martin Funeral Home in O.R. this Thursday (May 5), with viewing at 1 pm and the service at 2 pm.

Conductor's Comments -Bruce McElhoe, President

March was a busy business month for your Officers and Board members. We managed to establish the new position of CMOR Liaison Officer to be the KAMRI representative on the museum Board of Directors. To fill that position, Brad Tutt stepped up to volunteer. At our April 3rd Sunday gathering, the membership voted their approval of Brad as the new Officer. Please be sure to convey your support to come Brad for his commitment to both our club and the museum.

May event calendar:

- May 1 (1st Sunday): KAMRI regular club gathering.
- May 13 Preschool group special evening at the museum from 5 to 7:30 pm. KAMRI has been requested to have some trains running both indoors and the garden...
- May 13-14 Southeast Garden Railroad Show, Dalton GA [www.segrs.com]
- May 15 (3rd Sunday): KAMRI open house followed by the regular business meeting starting about 4:15.
- May 20-22 NMRA Southeastern Region Convention "Macon Tracks 2011", Macon GA. [www.tface.org/2011.htm]
- May 29 (5th Sunday) KAMRI regular club gathering.

Looking way ahead, Larry Burkholder is moonlighting at another job as the Convention Chairman for the 2012 NMRA Southeastern Region Convention. "Tracks to the Smokys" will be in our backyard of Gatlinburg next year. [www.tface.org/2012.htm]

The membership has expressed a desire to purchase a new TV for the club. We are currently shopping for a 32 inch LCD flat screen unit that would be used for both the HO train cam as well as playing videos from our expansive library.

Club Tools:

Searchable online KAMRI library.

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

HO Division – Alex Cameron

Here are the dates for May, 2011. Regular club Sunday meeting on the first Sunday, May 1 which will be an operating session. The third Sunday, May 15 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 May 7 and 21. Thursday work sessions will be on May 5, 12, 19, and 26 starting at 9:30. There is a fifth Sunday in May, the 29th, and that will be a work day.

We did operate in April with a good crew. It started small, but people kept showing up. We ran most of the trains. The third Sunday open house was well attended. We had various operating problems. Sometimes things work well, and sometimes that don't. That Sunday was one of the latter.

We have been having problems with the DCC system. Throttles have lost control, and have not been able to pick up locomotives. After some trouble shooting, it looks as though the problem is with the Loconet of the command station, and it has now been sent back to Digitrax for repair. Hopefully, they will be able to reproduce the problem, and fix it. We are operating with a substitute DCS100 command station.

Work session attendance has stayed good in April, and thus we have continued to make progress on projects. The work on the narrow gauge ore transfer trestle continues and it is nearly complete. We have had a number of maintenance items that were addressed, including some on the narrow gauge branch which have shown up with the increased operation there.

We have installed two of the newer Kadee electromagnetic uncouplers on the layout. They are on the spur in Lumberton that leads to the brewery. We will see how they operate in practice.

Curt has been looking at JMRI DecoderPro, which we have on the computer by the DCC programming station. It also has the capability to monitor the Digitrax Loconet, and so we had set up a cable to allow us to do that. We don't know how useful that will be until we become more familiar with that part of the program.

Also, again, for review, are 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 trains 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. 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.

3) 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 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. 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 May 1), and for the run session which is on the third Sunday, April 15.

N/Z-Scale Activities - Larry Burkholder

We have received the turnouts needed to modify our club layout before organizing for operations. The first of the new switches have been installed across from the farm and now provides a siding for the small passenger station there and access to a stub for a feed mill just up the line a bit. Installations wait for the start of a passing siding just before the L&N passenger station in town and at the other end of the siding just before the military base. The next step will then be to decide what additional industries we want to add to enhance operations.

The traveling layout is approaching completion. Trees have been glued in place and the bridge into town is essentially complete. The party being thrown by the town shopkeepers has begun behind the local hangout at the edge of town. A few more scenic details and a little work on the feed mill will close things out. Trains have been running and all seems to be in order.

I and fellow N-scalar, Jim Grosse, joined Ken Clippie in running the garden railroad from 9 to 1 for about 150 kids in support of the museums "Celebration of the Young Child" on April 15th.

Large Scale Rails - Lance McCold

No report at this time.

KAMRI Web Site – Bruce McElhoe

No report at this time.