

The **SCOOP**

September 2011

Vol. 25 No. 09

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

There we were on the 26th floor of the Circus Circus Casino in Las Vegas overlooking Union Pacific double tracks. We were there for six days to be with the kids and the grandbaby during their national pool shooting tournament. In that whole time I only saw three trains... My casino luck was even worse!

The next two months are shaping up to be very busy. We're scrambling to get the traveling layout ready for its first trip and showing at the Railgrass Fall Festival in Erwin, TN on the 17th and 18th of this month. This is also an opportunity to have a sales table of our surplus rolling stock and engines that's been donated over the years to our club. **We need volunteers** to help to both pull items together that we would like to sell and help at the train show. Read more about this in the N-Scale section of this Scoop.

September Club Event Calendar:

- **September 4** (1st Sunday): KAMRI regular club gathering.
- **September 18** (3rd Sunday): KAMRI open house
- **October 3** (1st Sunday) : KAMRI regular club gathering.

Future Regional Items of Interest:

- **September 7-10:** National Narrow Gauge Convention, Hickory, NC
- **September 17-18: Railgrass Fall Festival, Erwin, TN**
<http://seregionaltraincenter.org/Index.htm>
- **September 22-24:** Mid-South Live Steamers Fall Meet, Columbia, TN
- **October 14-15:** French Broad eN'pire Autumn Rails, Hendersonville, NC
- **October 15: KAMRI Fall meet with Garden RR Club from Ohio**
- **October 21:** The Chambers After Hours Event at CMOR

The Fall Picnic:

The Large Scale contingent of our club will be hosting a visit from up around 50 folks from the Garden Railroad Club from Ohio [<http://www.cgrs.org>]. Mark Fuhrman provided the invitation to visit our large scale setup on Oct 15 (Sat) and our large scale guys are planning an evening picnic and evening garden train action. Arrangements are in motion that has reserved the new garden area complete with fire pit and one of the classrooms just in case the weather does not cooperate. The gathering will be from 5 to 9pm.

Discussions are in progress regarding if we have a cookout, cater, as well as supplementing with covered dishes from the attendees. Kind of like our annual Xmas party. We already have fifty to sixty portions of BBQed beef brisket and pork shoulder

donated. Even if you are not into the Garden, everyone should have a great time meeting other modelers around the bonfire.

This will be fun so I'm going to assume that I've railroaded all of you into attending this gathering. Right! We would appreciate some quick RSVP type feedback to get an idea of the crowd size. We will also be including an open invitation to the CMOR Staff as well. And don't forget to include the spouses!

HO Division - Alex Cameron

Here are the dates for September, 2011. Regular club Sunday meeting on the first Sunday, September 4 which will be an operating session. The third Sunday, September 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 September 10 and 24. Thursday work sessions will be on September 1, 8, 15, 22, and 29 starting at 9:30.

We did operate in August with a large 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 continued low in August. We still spend a lot of time on maintenance. We have been building Fast Track switches for some of the projects. We have started changing the track in South Wyeth that serves Schlock meat to ease the congestion there. There will be one track just for stock cars, and the other track will be used for reefers and other cars.

Some progress has been made on narrow gauge track, with an additional switch in Lumberton, and work on the curved switch for the mountain switchbacks.

Here are more changes to the basic operating standards. I will bring copies of this to the September operating session.

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 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. 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 list 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 Hoods and 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.

4) A waybill is the document that says where each car is to go. This is usually some industrial location. It also list where the car is coming from and the contents. Each waybill also list 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 instruction about where that trains 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 cars that shuttle between Hoods and South Wyeth. All other cars for other destinations are to be returned to Knoxville.

9) 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.

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

A death in our family and a planned, but abbreviated, trip to Chicago has put operations planning a bit behind. I did send out an email on Aug. 22nd asking for comments on a car needs list, but have yet to receive a response. We will discuss it more at our Sept. 4th meeting. We need to get an operations program going, as we beginning to suffer from a good, but difficult problem - we have gained a number of new members in our division who enjoy running trains and we can not accommodate more than two or three on our layout at a time with just random running.

It has been pointed out that we have a number of industries that require chemical raw materials, but no chemical producing plant from which to source them. I have donated a kit that can represent a chemical plant and with a little scenery adjustment we have a space for it. What we don't have is a volunteer to build it. It is a simple Model Power plastic kit that shouldn't be much of a challenge. If anyone is interested, let me know.

We are scheduled to take our traveling layout to a show in Erwin, TN, the weekend of Sept. 17 - 18. It will take some dedicated work over the next couple of weeks to get it ready. We could use some help covering the event and transporting the layout. It is just short of 6 ft. long and about 2 ft. square. I plan on taking it up on the 17th in my SUV. I will have room for one passenger. I plan on returning that evening. That means we need a couple people to go up on Sunday the 18th to cover the day and bring the layout back that night. This is not just a N scale project, so anyone can, and should, consider helping. Let Bruce or me know if you can help asap, especially if you can transport the unit back that Sunday.

Large Scale Rails - Lance McCold

The LS Division has been making progress with its O-gauge layout. It has a provisional layout to get operating. Bill Osburn has developed a wiring and block plan that we will be implementing in September.

The American Flyer gang has been busy scheming to get an AF layout started. The new idea is to raise the O-gauge layout 8 inches and build the Flyer layout beneath it. The division has approved the move. The raising should be interesting to watch. Stay tuned.

The S-scale troublemakers have developed a plan for a 12 foot modular switching layout. The plan is for two 2x4 sections and two 2x2 sections. They intend it to be easy to take to shows.

KAMRI Web Site - Bruce McElhoe

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]