

May 2020

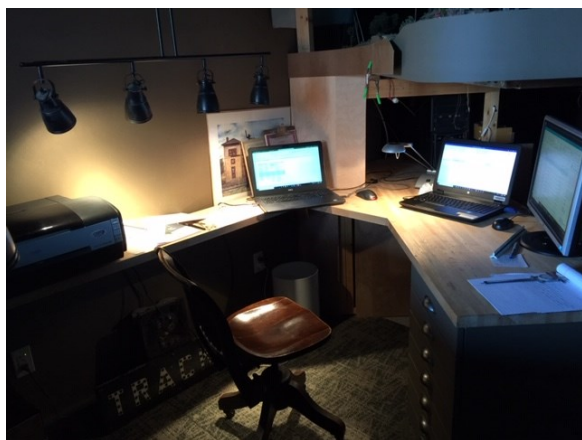
www.nmra-scwd.org

Volume 51 No. 9

Super's Report

Phil Hottmann
Division Superintendent

I hope all of you are doing well as we try to stay safe through this pandemic. These are certainly unusual times. I think we can be grateful that we have model railroading as a hobby. Speaking for myself, I know I have been taking advantage of the increased time at home. Although I am working from home it is always tempting to keep a couple of railroad projects going. I have converted my modeling area into a home office workspace.



Next SCWD Meet:

May 3, 2020 at 1:00 pm **CANCELLED**
Zor Shrine Temple

Next BOD Meeting:

May 11, 2020 at 7:00 pm
Skype

Next Youth Group Meeting:

May 17, 2020 **CANCELLED**
Zor Shine Temple

As you probably all have seen we have cancelled all the membership events for the remainder of the season. This includes the Banquet and the Picnic. The modeling Project Contest will be delayed until the next available meeting. Our best hope is that we can restart next year's season in September. The BOD was able to successfully meet virtually via Skype.

We are trying to reserve a meeting room in the Verona Senior Center as a backup if we cannot return the Zor Shrine Center. We will still need to have a plan "B" if we are not able to meet as a group.

event	month	date	status
Membership Meet	May	3	Cancelled
Youth Group Meet	May	17	Cancelled
Board of directors	May	11	Skype
Board of directors	June	8	Skype
Regional BOD			to be determined
Banquet	May	8	Cancelled
Picnic	July	11	Cancelled

I would like to welcome Bill Mitchell to the Board of Directors. Bill is replacing Jerry Lawler who stepped down due to his health issues.

I really like Steve Lanphear's modeling corner presented through the listserv. This has been a great way to see what everyone has been working on. It would be great if we could somehow expand on this. We would welcome any ideas you may have.

I am planning to set up a Zoom meeting at 1:00 for the May 3 member meeting. This will allow us to be in contact with one another. Watch for an email with information on how to join the Zoom meeting.

Phil

Enjoy receiving interesting rail photos, model railroad tips and challenging Mystery Photos??

Join The 75+ SCWD members and members from other Midwest Regional Divisions who are participating in the SCWD listserv. You can expect 4 - 6 photos of railfan photos or model railroad photos per week on average, as well as SCWD announcements, and a monthly Mystery Photo contest. The listserv has been running this since April 2012 (that will be 7 years this coming April), and it has been quite popular.

The listserv is a one-way email broadcast to you, not a social media type service. The emails are sent in bulk, but as a BCC: type email, so no one knows the identity or email addresses of the participants. Once a month, I send out a Mystery Photo, and then if you know the answer or do a little research , you send an email back to scwdmemberlist@frontier.com . About a week later, I post the answer and a list of the names of those who sent in answers that month. The answer often includes parts of the best correct answers received.

Please save this email so you know how to get a hold of me. So, if you would like to try out this FREE member service, just send me your Name and email address to the address below. You may drop out at any time by sending an email stating such to the same address below.

Steve Lanphear
SCWD listserv Coordinator
scwdmemberlist@frontier.com

Clinic Corner

By Bob Wundrock
Clinic Chair Emeritus

Since there will be no May meet, I have no new clinic information to report. However, here's a description of what we **would have seen**, and maybe see at some future meet.

Gregg Condon – MMR

Clinic One: "Photography as Quality Control"

Description: Scale models that appear to be fine to the naked eye often reveal their shortcomings when seen through the eye of the camera. Gregg will show photos of individual models and model scenes that were improved after scrutiny of photographs. The many before-and-after photos in this clinic provide a nice tour of his HOn3 Colorado narrow gauge layout.

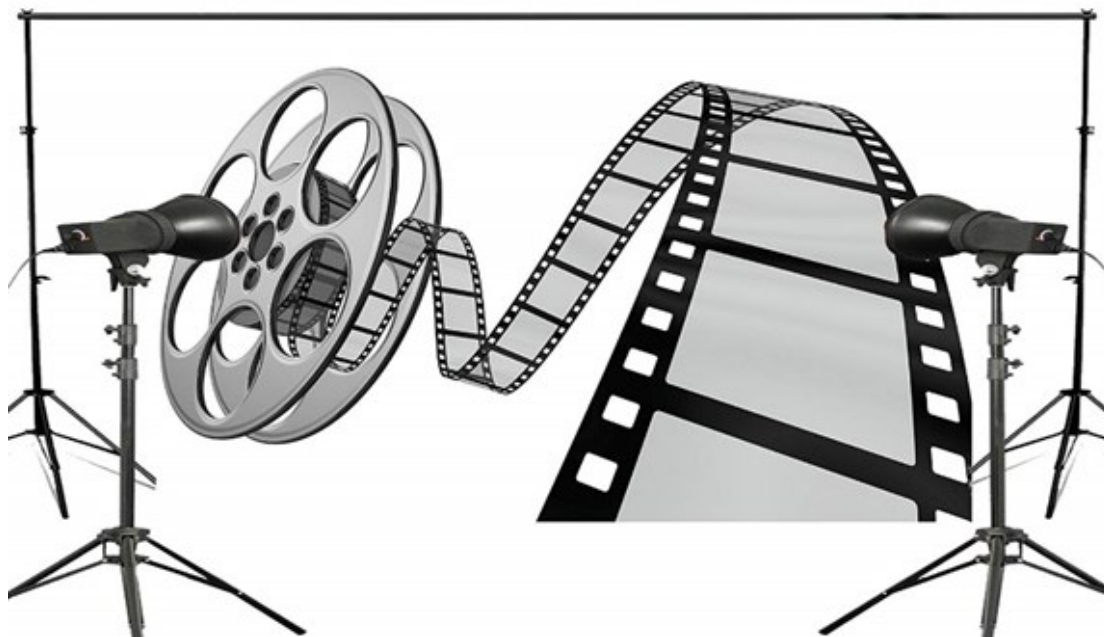
Clinic Two: "Workbench Scenes"

Description: From small structures having an extended scenery base to entire scenes eight feet long, Gregg has built scenes off the layout. By building scenes of all sizes in a dedicated "scene shop," Gregg has found that layout construction is faster, more fun, easier on the back, and yields higher-quality results. This clinic shares a wealth of photographs of scenes under construction on the workbench and ultimately in place on the layout.

See you sometime,
Bob



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of ordering your
modeling supplies by
phone with the
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They are open for phone
orders and pick up.
See the Ad on Page 10*



Third Annual SCWD Video Contest Voting Results

After announcing the start of the SCWD Video Contest in the Fall of 2017, SCWD members again have been working on their entries. All entries had to be video taken by the individual but could be assisted in the editing process. The video had to have a railroad theme, maximum length was set at 5 minutes, with titles and sound optional. The maximum size was set at 2.0GB.

A total of 5 videos were submitted by 3 different individuals by the March 15 deadline. There were two categories: Model railroads, and Prototype railroads.

Viewing of the submitted videos began Mar. 15 and continued through Apr. 15, with results presented on the SCWD website and in the **Bad Order** newsletter.

The results of the 2020 SCWD Video Contest were:

Model Contest

1st Place – Phil Hottmann – **Knob Creek 2010 (M-3)**

2nd Place – Ken Hojnacki – **Model Rail Road Trip (M-2)**

3rd Place – Bob Wundrock – **San Diego Model Railroad Museum 2009 (M-1)**

Prototype Contest

1st Place – Bob Wundrock - **One May Morning in 1986 at Menomonie Junction (P-1)**

2nd Place – Ken Hojnacki - **Summer Idyll at North Freedom (P-2)**

Congratulations to all of the participants!

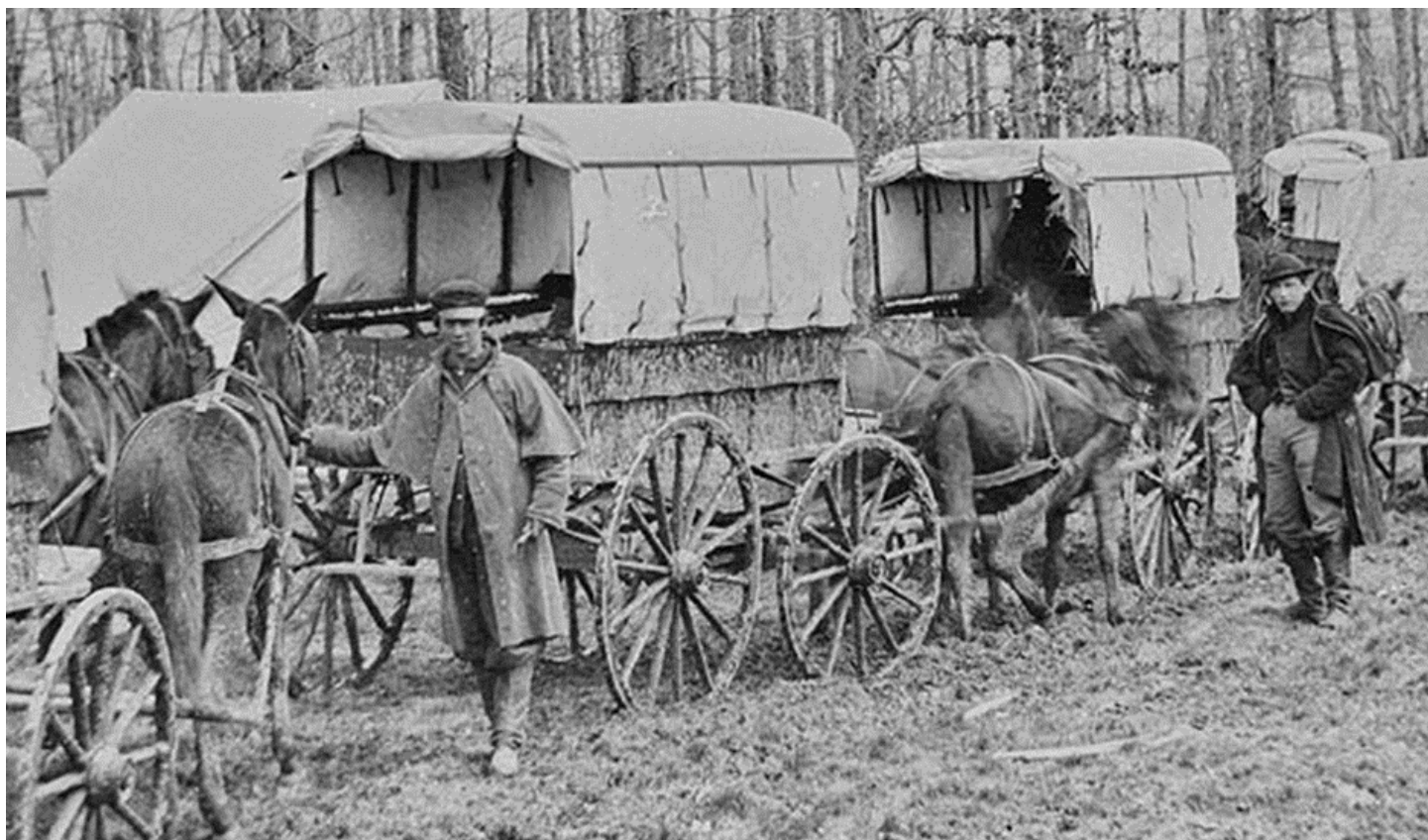
Please visit the SCWD website and view the videos under the Contests menu!

Hospital Trains

By Jim Feldman

The transportation of wounded combatants from the field to medical facilities became critically as warfare became increasingly industrialized and the number of casualties ramped up exponentially. The American Civil War is often considered the starting point of war as slaughter as opposed to the kind of limited hand to hand combat seen in earlier conflicts. The Crimean war and the Boer war were other early conflicts with extreme casualty levels.

At the beginning of the Civil War, most of the injured were transported by horse drawn wagons. As railroads were built and used by the armies of both sides (mainly to deliver men and material to the front), the wounded were carried away from battles in empty freight and passenger cars, which were not well suited to the needs of the patients or the medical corps. Later a system of rubber slings was fitted into some cars to hold litters and act as shock absorbers. Others were outfitted fully as hospital cars, with facilities for staff, apothecaries, dressing stations, and kitchens. These were referred to as ambulance trains.



Union casualties outside Harewood General Hospital in Washington D.C

World War 1

Such trains were not needed again until WWI when they were used both in Europe and the United States. The pattern in Europe was for trains to deliver men and material to the front and to carry away the wounded. As the static nature of trench warfare became clear, the British set up semi-permanent medical facilities near the front and produced purpose built medical and hospital rail cars.

In the United States, rail cars were used to move the wounded from East Coast ports, where they had been delivered from Europe by ship, to hospitals throughout the rest of the country. In the early months after America entered the war in 1916, these cars were converted civilian rail cars, but later special hospital cars were used. These hospital cars and trains continued to be used for many months after the November 1918 Armistice that ended the war, because the U.S. wounded remained in hospitals throughout Europe for many months, returning home or to U.S. hospitals only as they improved enough to be moved.



Stretcher bearers at the Battle of the Somme 1916. A million wounded or killed.



Patients waiting to be loaded onto a hospital train 1919. Unknown station.



World War 1 British hospital train.

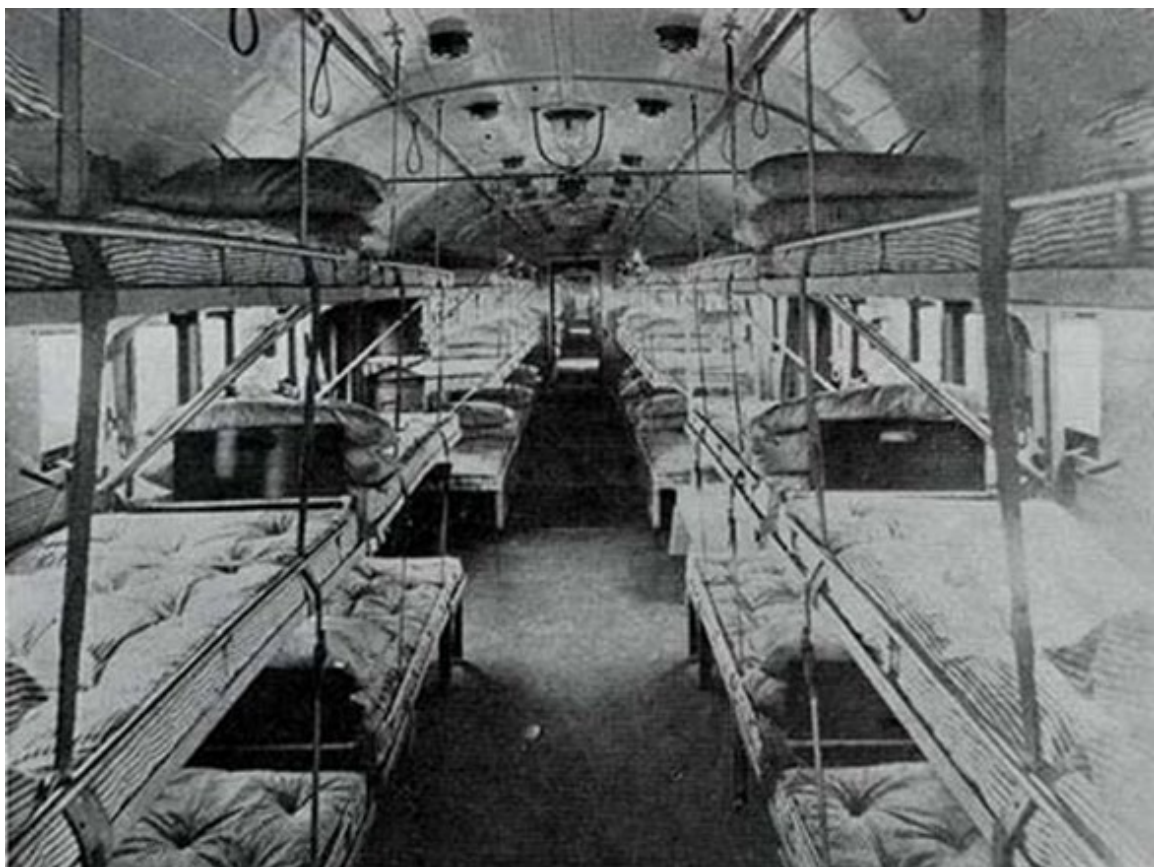
WW2

Twenty years later, as the United States entered World War II, the Army had no hospital train cars. The British had about thirty. There were U. S. plans, however, for converting civilian and government-owned train cars to be used in the United States and overseas. Immediately, the lessons learned in WW1 were used in designing new hospital trains. These new cars would be air-conditioned and would generate their own power so that they could function independently while on a siding, and each car would have its own kitchen to prepare the special diets for patients. At its most advanced, a typical army hospital train consisted of a baggage car, a kitchen car that could support 400 people, a personnel car (for ten doctors and ten nurses), and six ambulance cars (each capable of carrying 27 patients, a doctor, a nurse, and six medical attendants/crew members, and having its own kitchen). The ambulance cars could also be sent one or two at a time on regular train routes. The elaborate network of field and fixed hospitals combined with the system of hospital trains saved tens of thousands of lives, reducing the percentage of fatalities from wounds to about one in 200. This was an incredible improvement over earlier conflicts. In the American Civil War, the death rate from wounds was about 1 in seven.

The army eventually had 320 hospital cars. 120 were converted Pullman cars. The other 200 were purpose built hospital cars. This number proved to be totally inadequate as casualties began returning to the U. S. mainly at Pacific ports at the rate of about 35,000 per month. The army added another hundred cars to the fleet. All the hospital cars began to be obsolete in August 1945 as casualty loads declined.



Exterior of a U.S. hospital car. 1944.



Interior of a U.S. hospital car. 1944.



Allied hospital train Naples Italy 1944.

Modern Developments

Hospital trains were last used in the Korean conflict (1950-1953). After that time, fast mobile motor transport and aerial evacuation (especially helicopters and specially fitted jet planes) supplanted the train as the dominant form of mobile medical provision on the battlefield. That is current state of battlefield evacuation. To demonstrate the value of fast and planned evacuation provided by small motor vehicles and aerial methods, the fatality from wounds percent declined to one in 400 in Vietnam, the first large scale use of aerial evacuation.

Jim Feldman, SCWD Member

SCWD listserv starts a new idea for “stuck at home” model railroaders

“I know that these are difficult times for all of us, but if we could pull together as model railroaders and share what we have been working on in our basement train rooms now that we have more time, perhaps we can all get some inspiration from our fellow SCWD members” said Steve Lanphear who manages the SCWD listserv.

I proposed a **Modelers Corner**, where we could post photos of work in progress or work completed on your layouts. I figured that since we aren't having photo and modeling contests, clinics or layout visits, maybe we could share progress or ideas that we are working on.

Here's how it could work: you send me a photo along with a brief description and I post it on the listserv for all to see. If you would like feedback from the group, let me know and I will include your email in the post, but that is **optional**. That way if one of you has a question they can contact you directly.

And from that day on March 29 to the present, we have had 23 posts from 17 modelers. We hope to continue this for as long as it is of interest to our members.



**Minutes SCWD Board Meeting
7:00 pm, March 9, 2020
Culver's at Todd Drive**



Board Members Present: Phil Hottmann, Bill Clancy, Jerry Lawler, Jim Feldman, Dave Dingman, Dave Down, Steve Preston and Bob McGeever.

Meeting called to order at 7:00 pm by Hottmann

Minutes:

Minutes of the February meeting were reviewed.
Motion by Feldman, second by Dingman to approve as presented.
Motion carried unanimously.

Paymaster Reports:

Paymaster reports for March were reviewed.
Motion by Feldman, second by Dingman to approve as presented.
Motion carried unanimously.

Committee Reports:

Committee reports were reviewed.

We are still looking for new Chair for Layout Tours.

The quote for the catering at the picnic came in at \$1560.

The table and ticket price schedule for the 2021 show will be:

Tables - \$80 before July 1st, \$85 after.

Tickets day of show – Adult \$12, Child \$6, 2 Day Pass \$18, Family Pass \$32, Senior \$11

Tickets on line – Adult \$11, Child \$5, 2 Day Pas \$16

Jim Feldman will create a switching puzzle layout for the Youth Group.

Old Business:

New Meeting location

Options for a new meeting location were discussed and BOD members will follow up on selected sites.

New Business:

None.

Motion by Feldman, second by Down to adjourn the meeting. Motion carried unanimously.

Minutes by acting Clerk McGeever.



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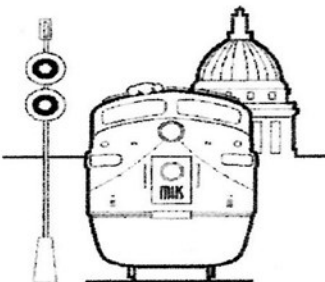
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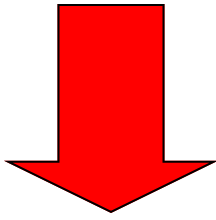
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* = Train Show Ticket advance sales

**Remaining 2019-2020 Meeting Time Table
All other scheduled events have been cancelled**

BOD

May 11, 2020
June 8, 2020