

June 2020

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Volume 51 No. 10

Super's Report

Phil Hottmann
Division Superintendent

As we attempt to navigate the Covid-19 pandemic it's hard to predict what activities will look like for next season. Will we be able to meet as a group like we are used to? The Zor thinks the sale of their building is going to go through. They recommended that we seek out another site, so we have booked the Verona Senior Center for our monthly membership meetings. We should be able to return to the Zor if the new owners are willing to rent space to us. We understand this would be the preferred location.



We did a test "Zoom" meeting for the May membership meeting and 18 people joined in. It actually worked out quite well! Rusty Dramm presented a short Logging Clinic that was really well done. A question and answer

Next SCWD Meet

September 13, 2020 at 1:00 pm
Verona Senior Center
108 Paoli St., Verona

Next BOD Meeting:

June 8, 2020 at 7:00 pm
Skype

session followed. The benefit of the Zoom meeting was the ability to see the presentation, hear the questions and the answers. This is sometimes more difficult in a larger room with various distractions.

We have also decided to have a Happy Hour utilizing the "Zoom" meeting format. It's scheduled for May 22nd at 4:00 p.m. Steve Lanphear will be sending out some tips on using "Zoom" as well as some suggestions for some snacks that could be made. I have done a few of these virtual happy hours with co-workers and friends. It's always good to see and visit with people you haven't seen for a while. All you need to do is select a beverage of your choice (alcoholic or not). I hope many of you have a chance to join in.

I want welcome Bill Mitchell to the Board of Directors. Bill has accepted the Clerk's position. It's already evident that Bill will do a great job.

You may have heard that we are not able to conduct our youth activities as done in the past. The National organization has provided a directive forbidding these activities. The board will be looking at how we may be able to keep youth involved in the hobby.

Phil

AP Corner

Ken Hojnacki



Well, here we are, a couple of months plus into quarantine. How much have I gotten done on the railroad or my car project? Not as much as I thought or wanted. Seems there are still enough chores to do—grass seems to thrive when we use the virus to delay getting the lawnmower working—and getting distracted by little projects I had no intention of working on. For instance, I found four cars I had prepped for my weathering demonstration at Rail School a couple of years ago and I was tempted into building an old Innovative Model Works C&EI boxcar kit I grabbed practically out of Keith Thomsen’s hands at Chicagoland Hobbies a few years back. So the car was built and all cars were weathered. Satisfaction!! Also made some flanger signs to disperse along the railroad. What about the flatcar for my AP Car? Well, Bob McGeever has been tutoring me on the use of TurboCad and Cricut. I was able to cut the end beams for the car after several attempts at getting the draftgear opening the correct size. I had to cut three layers of styrene to facilitate the Cricut cut and laminate them to end up with the correct thickness. My biggest frustration was deciding on the sequence of steps. Should I assemble the side sills, end beans and center sill or add the stake pockets to the sides first before assembling the frame parts? Now, I’m not happy with the way the center sill looks so I may just tear it apart and start over. I have to earn a merit award by earning 87 ½ points so don’t want to leave anything I know should be done better.

If you missed the ZOOM meeting Phil Hottmann hosted for us, you missed a very interesting presentation by Rusty Dramm on logging in the Pacific Northwest. I hope Phil arranges another of these “meetings” and we have an opportunity to see another virtual clinic. After his presentation, Rusty asked if this type of presentation would qualify for AP and if there was a way to work on other AP projects. National recently noted that distance judging of models has already been tested on a small scale and will be pursued further to define criteria and procedures. So, yes, you can work on AP awards while you have more time for modeling. Take a look at the award requirements to see if there are structures, cars or locomotives you can begin/continue building with the AP requirements in mind. I’m thinking distance judging of these is very feasible but will require lots of close-up photos to show and evaluate details. We now have time to do and do over to make our models into something special. I know I am disappointed I have to redo my car but it is teaching me to be a better builder by learning from my mistakes.

And back to Rusty’s question, presentations in virtual meetings will certainly qualify for the Author award. If you are doing a PowerPoint, you’ll just need to save a copy and notation of when and where you presented. Granted, the length will most likely be shorter than it would be in our regular meeting format, but I think a 20-30 minute presentation would be ok. So how about showing us your latest modeling techniques on your rolling stock or scenery? How about a presentation on cutting, fitting and assembling a styrene model? I’m sure we are all looking for a way to reconnect and learn something new that will help us in our own modeling. Just let Phil know if you have something and maybe he will schedule another ZOOM session where we can all watch.

Ken

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.

Project Model Contest

Dave Lendved

Due to the cancellation of our spring meetings, the Project Model contest is postponed until the regular September meeting. Most participants have completed their dioramas as the deadline was April 5. Now you have an extra five months to complete or further detail your entry. Winners will be chosen by popular vote and prizes awarded. If the September meeting needs to be cancelled, the contest will be postponed again or cancelled. That decision will be made when a meeting schedule is adopted.

Everyone have a good summer. Stay safe and keep modeling.

Dave



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

The Rise and Fall of the Caboose

Jim Feldman

Get your mind out of the gutter, we're discussing the railroad caboose.

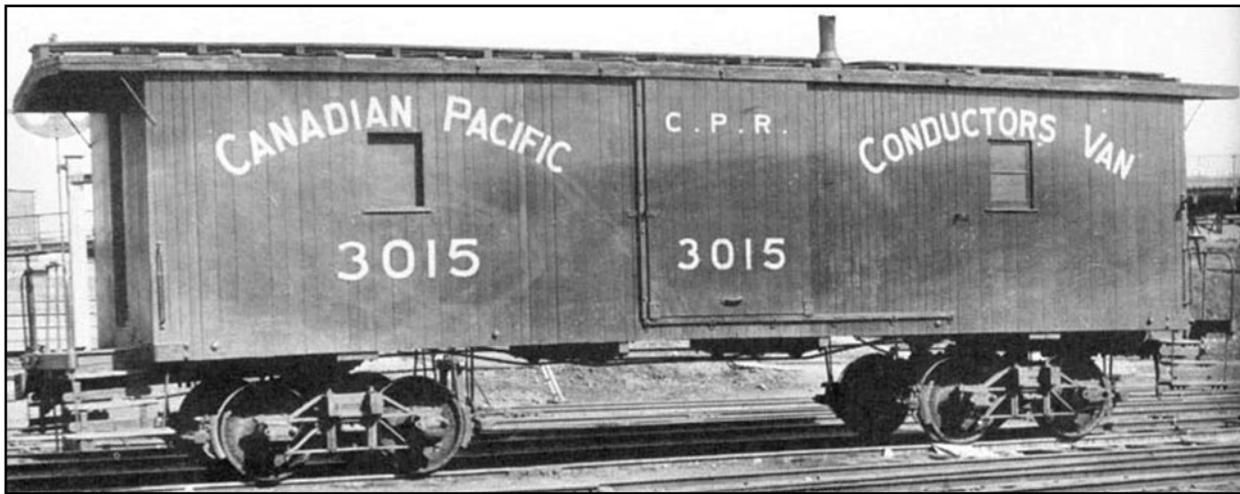
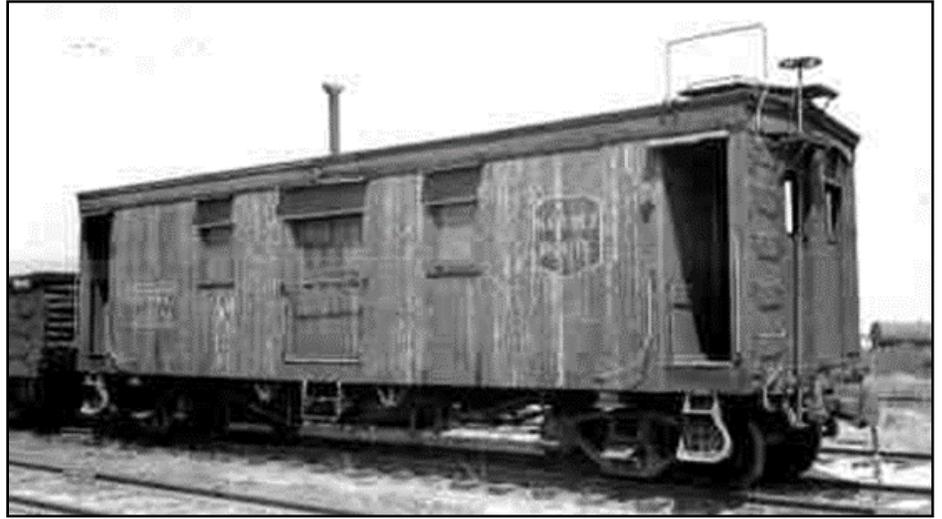
The caboose appeared almost simultaneously with the locomotive. Both date to about 1830. As trains became commercially viable and more complicated, the caboose filled the need to house a train crew responsible for a range of tasks. Guidance during switching and shunting were critical. The crew watched the train for shifting loads, equipment failure, especially overheating axles (hot boxes). In pre-Westinghouse brake days, the crew also operated the hand brakes on the tops of cars (applied at a signal from the engineer). Typically, the rear crew consisted of a conductor, a rear brakeman, and a flagman. There was no way the locomotive could accommodate such a crew. The caboose was a punctuation mark on the end of every train. It was hardly a train without a caboose.

The word *caboose* is fairly recent and has a naval background. The earliest known printed record of "caboose" used to describe the railcar appeared in 1859 in court records in a lawsuit filed against the New York and Harlem Railway. Long before that, eighteenth century French naval records make reference to a cambose or camboose, which described both the food preparation cabin on a ship's main deck and its stove. Camboose probably entered English

through American sailors who had come into contact with their French allies during the American Revolution. It was already in use in U.S. naval terminology by the 1797 construction of the USS Constitution, whose wood-burning food preparation stove is known as the cambouse.

At first, the caboose was nothing but a shed built on a flat car or some seats, a platform, and a couple of windows in a boxcar. This simple eight wheeled configuration lasted about thirty years.

A very early boxcar caboose



An early 20th century boxcar caboose.

The beginning of the purpose built caboose came in 1863, when a Chicago & North Western conductor named T. B. Watson, on a run from Clinton Iowa to Cedar Rapids, stood on a pile of boxes to monitor his train through a hole in a boxcar roof. At the end of his run he suggested to his shop foreman that the line add a cupola to the new waycars the line was building.

The cupola design caught on very quickly and dominated caboose design by 1875. Over time, the design evolved to improve visibility with three sided cupolas, bay windows on the sides (1923), and increasingly elaborate interiors.

A boxcar caboose converted to cupola style, 1905.





The cheapest possible caboose, a 'bobber',
no trucks four wheels.
The nickname came from its awkward motion
on the track.
It tracked so badly that it was outlawed in some states.



The final evolution late 1950s, the Erie C300: steel frame, three sided saddlebag cupola, and bay windows. Electricity, stove, radio/TV, refrigerator and running water. Curtains and personal lockers.

The caboose served as the office and rolling home of the conductor .The conductor supervised the train crew (except the engineer), he handled the paperwork for the train, including waybills. He enforced safety rules, was responsible for passengers comfort, including announcements. He directed the operation of the train while backing. As non-revenue equipment, a caboose was assigned to a particular crew and were switched at every crew change point. In effect, the conductor and his crew owned his caboose. They were often elaborately decorated and equipped according to the taste of the conductor.



A wood caboose interior, 1940, showing the conductor at his desk, the brakeman, stove and personalized décor including pinups.

A labor agreement in 1965, in exchange for certain safety upgrades, allowed cabooses to run-through essentially ending the customized caboose tradition. More radical changes were coming.

Decline and fall

As rail equipment got bigger, the sight lines for the cupola and bay windows were less and less useful.

As part of the efforts to save the railroads in the early 1980s the federal government repealed laws requiring cabooses on all freight trains. Some of the impetus for the change came from the railroads having developed technological replacements for the traditional functions of the caboose crew.

Part of the crew's responsibilities were examining the train for overheating bearings (hot boxes), dragging equipment and oversized and shifting loads. As early as the 1940s automatic sensors for these conditions were being developed. Infrared sensors alongside the track watched for hotboxes. Dragging equipment was detected by "brittle bars" installed between the rails that would shatter if struck. Oversized loads were detected by wires outlining the clearance envelope. All these early detectors transmitted information to nearby stations or interlock towers via dedicated wires.



The appearance of computers in the 1960s changed everything. To start with all those sensors could report remotely and be recorded. Many new sensors were devised: flat wheel detection, rail condition and temperature. Of course all the paperwork associated with the train was now handled by computer, often by huge mainframes in centralized locations.

The final nail in the coffin of the traditional caboose was the End of Train device, also known as the FRED (flashing rear end device). First deployed in 1969, early models were little more than a brake line connection / termination, a battery and flashing tail light. Eventually they included ambient light detectors, a generator and radio telemetry to the cab.

In 1983 the Illinois Central Gulf RR began running short trains without a caboose. The predicted safety problems did not materialize and the experiment spread to other roads. The representatives of the railroad workers and of the railroads hammered out agreements that went to federal arbitrators. The end of the caboose had arrived.

Since the late 1980s many of the 25,000 obsoleted cabooses have found new careers as tiny houses, ticket booths, park shelters, day care centers and community welcome centers.

Jim Feldman, SCWD Member



**Minutes SCWD Board Meeting
7:00 pm, April 13, 2020
via Skype meeting**



Minutes SCWD Board Meeting

7:00 pm, April 13, 2020
Skype Meeting

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

Meeting called to order at 7:00 pm by Hottmann

Minutes:

Minutes of the March meeting were not available for review

Paymaster Reports:

Paymaster reports for April were reviewed.

Motion by Feldman, second by Preston to approve as presented.

Motion carried unanimously.

Committee Reports:

Committee reports were reviewed.

Old Business:

New Meeting location:

Hottman to contact Fitchburg Sr Center for meetings starting in September 2020.

New Business:

Motion by Feldman, second by Preston, to accept the resignation of Jerry Feldman from the BOD

Motion carried unanimously.

Motion by Feldman, second by Preston, to appoint Bill Mitchell to fill the vacancy caused by the resignation of Jerry Feldman from the BOD

Motion carried unanimously.

New NMRA Youth Group Policy:

Motion by Mitchell, second by McGeever to table until next BOD meeting

Motion carried unanimously.

BOD Elections:

Will be held by email or regular mail or web site.

Division meetings and functions:

All division meetings and functions are cancelled until August 2020.

The modeling contest will be held at the next meeting of the division, probably September 2020.

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

Minutes by acting Clerk McGeever.



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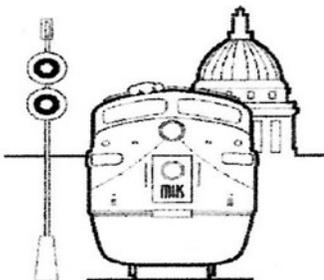
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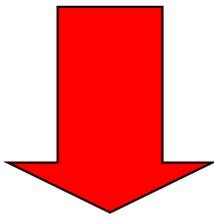
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Deadline for submissions: **14th of the month prior to publication.** Email Bad Order Editor at SCWDKATHY@AOL.com



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* = Train Show Ticket advance sales

SCWD 2020-2021 Meeting Schedule

Regular Meeting	BOD	Train Show TBD	Rail School
	Aug 10, 2020		
Sept 13, 2020	Sept 14, 2020		
Oct 4, 2020	Oct 12, 2020		
Nov 1, 2020	Nov 9, 2020		
Dec 6, 2020	Dec 14, 2020		
Jan 10, 2021	Jan 11, 2021		Jan 10, 2021
Feb 7, 2021	Feb 8, 2021		
March 7, 2021	March 8, 2021		
April 11, 2021	April 12, 2021		
May 2, 2021	May 10, 2021		
	June 14, 2021		