

September 2021

www.nmra-scwd.org

Volume 53 No. 1

Super's Report

Phil Hottmann
Division Superintendent

The summer is slipping by fast. Soon it will be September and our SCWD activities will start for the season.

We are hoping to meet in-person if the Covid situation does not get out of control at our new location. We will be meeting at the Verona Senior Center. This is a beautiful facility located along the Military Ridge State Park Bike Trail (formerly the Chicago North Western branch line). One nice thing about this facility is everything is on one level. It also has a covered loading area which might be useful during rain or snow events. See page 5 for a map and photos.

In addition to a new facility, our presentations may be different from in the past. It's likely that we may reach out to clinicians that are outside of our immediate region. That's one advantage of using a virtual format.

We don't want to lose the social nature of our gatherings. We would like to promote as much interaction as possible. One of the things we are working on is "What are you working on?". We encourage you to physically bring in a project or a presentation that you would like to share. Bob McGeever will be making a presentation at our first meeting.

Along with the normal clinics and layout tours we will be resuming our photo and model contests. We have the potential to make our meeting more diverse. If you have any thoughts on what you would like to see added to the meetings, we would like to hear about them.

Next SCWD Meet

VERONA SENIOR CENTER

Sept 12, 2021 at 1:00 pm

Video Contest: Page 2

Next BOD Meeting:

Sept 13, 2021 at 7:00 pm

ZOOM Meeting



It will be great to be back together again! I'm hoping to see you all in-person, and if not, you'll have the ability to join us online.

Phil

Contest Column

Dave Down, Chair

Hi everyone. We look forward to seeing everyone again and finding out what you have been up to. We anticipate seeing your modeling efforts and photos of your activities and interests during the coming months.

The September contest will have the following categories:

- Sheds, Shanties and Miscellaneous Structures
- Coal / Fuel / Sand / Water Facilities
- Stations / Terminals
- Car Servicing Facilities (Repair Shops, Equipment Cleaning, Ice Facilities)

As usual we will have contests for models in each category, and contest photos of prototypes and models in each category.

Continued on page 2

In October we will NOT have popular vote contests. Instead we will have the modeling project which so many of you have been patiently (or maybe not so patiently) waiting to share. I know I am looking forward to seeing everyone's efforts.

We will resume the popular vote contests in November when the theme is Freight Cars. The categories will be:

- Box cars and reefers
- Open cars (flats and gondolas)
- Hoppers (covered or open)
- Specialty freight (car racks, container well cars, etc.)

See you soon!

Dave

2021-2022 SCWD Video Contest

Steve Lanphear

**Planning To Get Out Of Pandemic Jail This Summer And Do Some Railfanning Or Visit Some Layouts?
You could enter some of your videos in this Contest!**

SCWD 2021-22 Video Contest Guidelines

This year's SCWD video contest will be open for submitting entries on November 1, 2021.

Here are the things you need to know:

- There are two categories: **Prototype** and **Model**.
- The contest is open to those who attend the SCWD meetings.
- The person submitting an entry must be the one who took the video, however you may have help from others in editing your entry.
- The video can be from any time period (it doesn't have to be taken just to enter this contest).
- It has to be a **maximum** of 5 minutes in length, but can be any size less than that and the file has to be less than 2GB in size.
- All videos must be on a railroad or model railroad theme.
- The video can have title screen but not necessary, however there should be no names or identifiers on it (it is a "blind" contest).
- For the **Model Category**, the video can be of anyone's layout, not just your own.
- First, second and third place will be given for each category (no points given toward annual Photographer contest).
- **Deadline for Entries – March 1** (you will upload all entries to the website listed on the SCWD website, Video Contest webpage).
- You may enter more than once (max. of 5 entries per person).
- Voting starts **Mar 10** on the SCWD Video Contest webpage.
- Voting will be closed on end of day **April 15**.
- Winners will be announced at the May 2022 Meeting.

Clinic Column

by Ken Hojnacki

Finally, a chance for in-person meetings to share our wonderful hobby of model railroading. But with the pandemic, much has changed that affects those meetings, including clinics. Thanks to Mike Vivion, we had some great clinics for our Zoom meetings this past year and I know we all look forward to live bodies presenting. As former Clinic Chair Bob Wundrock will attest, it is very difficult getting people to present a clinic in person. Nowadays, many still don't want to travel or be in crowds and there is less willingness to present a clinic for a variety of reasons.

That being said, Bill Clancy and I have discussed the clinic format with the Board and we will be trying a varied approach which other Divisions are also adopting. We will try to have as many in-person, live clinics as possible but will probably have one live clinic, in person or live Zoom, and one pre-recorded clinic for each meeting. Bob McGeever has been working feverishly to upgrade the Division's audio/visual and computer equipment to ensure we will be able to have live Zoom presentations and also to be able to push our meetings out to those who can't attend in person using the Zoom technology we provided last year.

Inviting live Zoom presenters opens up a whole new shopping cart to pick from, from all over the country and the world. I hope this new approach will bring lots of new ideas and information that we would otherwise not have access to.

Our September meeting will kick off our live Zoom clinics with a clinic on Less Than Carload Service by Steve Sandifer, MMR. I saw this program on an Operations SIG Zoom and found out I really knew nothing about this significant part of railroad operations. Steve is a retired(?) minister who lives in Houston. He is an MMR, an Honorary Live Member of the Santa Fe Railway Historical and Modeling Society, and a consultant to major manufacturers on transition era Santa Fe equipment. His book, Santa Fe Live Stock Operations was published by the Santa Fe Society in 2019. Steve models Emporia Kansas and the Howard District of the Santa Fe, 1952, in HO scale. Long before UPS, FedEx, or J. B. Hunt, most of the merchandise shipped to homes and businesses came on the railroad as Less than Carload Lot freight, LCL. As many as one in five boxcars on trains contained LCL destined for some freight house somewhere. Steve will talk about this significant part of pre-1970 railroading. Steve presents a wealth of information that would apply not just to Santa Fe modelers; ask Keith Thomsen about that.

We will also introduce what I hope will be a semi-regular feature suggested by Bob McGeever from his

experience on other Division Zoom presentations. I will call it "What Have I Been Up To?" Bob will start this off with an update on his Wisconsin Central railroad. This is intended to be an informal discussion of somewhere between 15 and 30 minutes on what our members have been doing model-wise over the last year-and-a-half. I know many of us have been working on scenery, rolling stock, structures, and complete layout construction. I invite you to consider sharing what you have been up to, with photos or models or both, at a meeting. It's a great way to go beyond Steve Lanphear's Modelers Corner emails show and see how we have been pursuing our hobby. We can provide assistance in putting your photos in a format we can project. I will be calling specifically on some of you but feel free to email me or talk to me at the meeting about joining in.

Well, Kathy is going to cut me off for running off the end of the track here, so I'll stop for now. Bill and I hope we can provide some great programs for you this coming meeting year and again thank Mike Vivion for his efforts to keep programs going during a difficult time. See you at the meeting.

Ken

Layout Tours

Phil Hottmann Chair

I'm looking forward to getting the in-person layout tour going for this season. It's been a while since we've been able to do these tours.

For September we will be touring Jon Welsh and Bill Clancy's layout. If you get the ListServ you have seen a lot of postings from both Jon's and Bill's layouts over the last two years. Also, Jon has just become a new member, so I hope you all attend and welcome him to the club. I know Jon will become a valued member.

I have a number of layouts penciled in for the remainder of the season, although I do have open slots right now for October. If you are interested, please let me know.

Phil



Train Show Volunteers

By Dave Down

The end of the summer is the beginning of Train Show preparation. Nothing new there, but there is plenty to deal with that is new to most of us. Last year we cancelled the show because of the corona virus. We have had reason to believe we were beyond the worst of it and began to assume next February would be like other Februaries. Now we are dealing with variants of the corona virus and things are rather uncertain again.

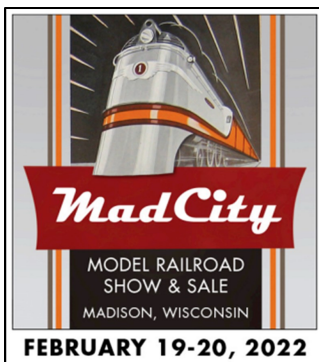
Since we don't know what is going to happen with the Delta variant there are questions about what the impact will be on our 2022 Train Show. Since none of us has a crystal ball that gives us clear direction, we are trying to move ahead with plans as best we can. Bob McGeever is working on those plans and is trying to determine what direction we should go.

I have taken on the role of coordinating volunteers for the train show, and my efforts in that direction are premised on the idea we will have the show. It is much easier to plan that way than to wait and see. If we don't get everything lined up for volunteers now it will be too late later on. Because I am taking that approach you will soon be getting an email (or phone call) confirming what role you are willing and able to play in making the train show the success it has been in the past.

You also have the opportunity to contact me with your questions and preferences. My contact information is in the Red Book. Please feel free to use it. If you call me, be prepared to leave a message as I do not answer calls that I don't recognize. I will return your call as promptly as I can.

I look forward to contact with all of you in the coming weeks. If you are anything like me, you are eager to have the sense of normalcy the train show can bring.

Dave



NMRA President's Message Hail and Farewell!



Summer is here, and we're headed into the Division Point and the requisite crew change. It's been an honor and a privilege to have been your President for the last three years, and it's time for a new crew to come aboard. Our volunteers have been busy on your behalf, and they have accomplished far too much to detail here, so look for positive changes in all departments.

The "Magic of Scale Model Railroading" exhibit at the California State Railroad Museum is open to the public and the reviews have been highly positive. We've made major progress in Standards & Conformance, Education and Publications. In many ways, one might consider some of these changes as esoteric changes, and yes, many of them remain under the normal radars, but they've been necessary, and our volunteers have made them happen. Look for more improvements in the future!

I'm delighted to note that the NMRA is in sound financial shape thanks to the efforts of our CFO, our HQ staff, and our donors. May this continue! I'll also note that participation in the AP has increased over the last year, which is a Good Thing. We are fortunate indeed to have this great hobby to help us through the isolation!

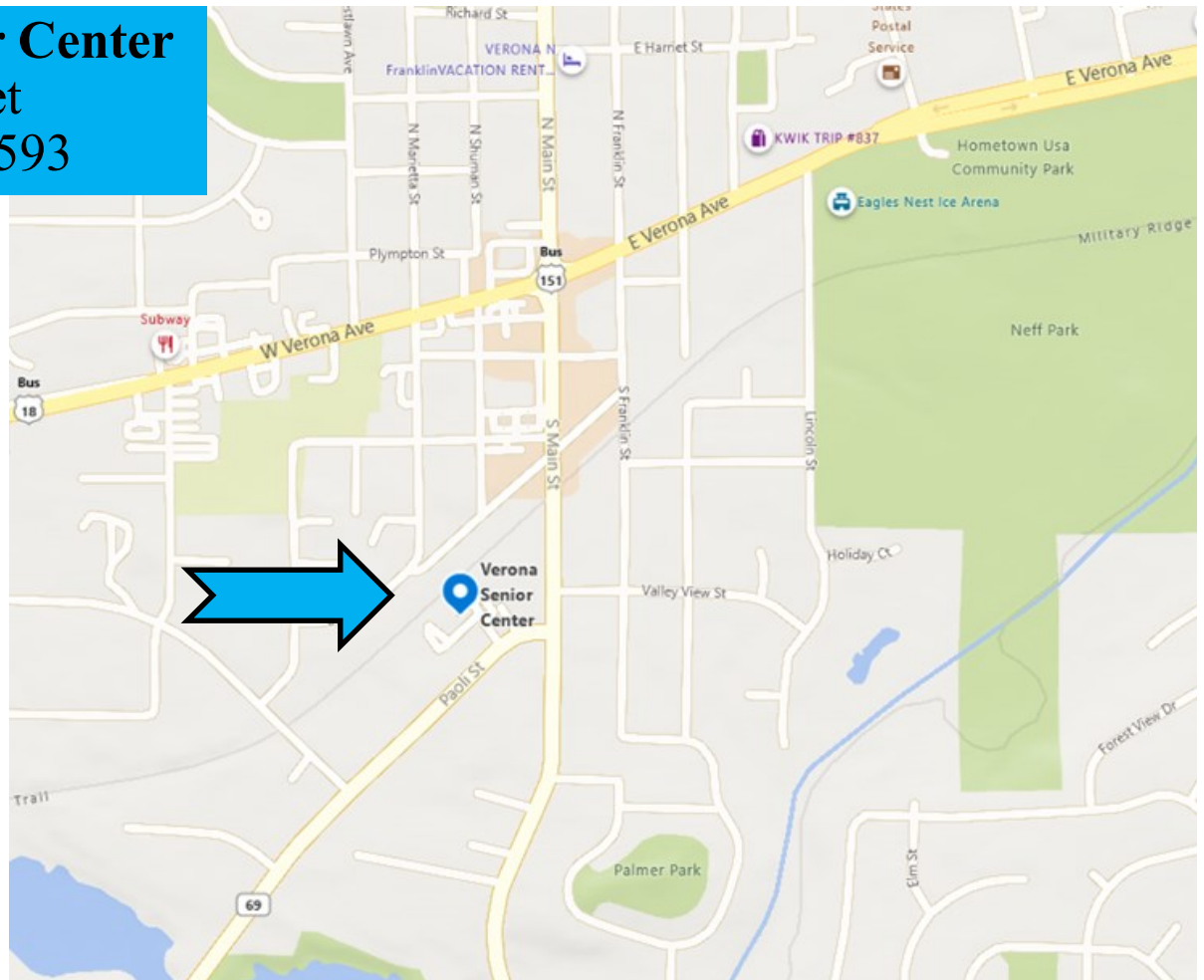
The COVID-19 pandemic has not helped, especially since we've had to cancel conventions and train shows in North America and elsewhere, but once again, our volunteers have risen to the challenge. They've created NMRAX and its offshoots, held virtual events all over the world, and have allowed us to connect with long-term friends and make new ones even during various degrees of isolation. Those virtual events have been highly beneficial to all of us, especially those of us who live alone. Thanks, folks! And don't forget the Rails by the Bay 2021 virtual convention next week, brought to you by the Santa Clara team and other volunteers! pcrnmra.org/NMRA2021/

And in terms of "Thanks," we'll have formal announcements of awards for those who have made above-and-beyond contributions to our hobby listed after the awards are conferred. Look for them.

With that said, it's time for me to gather my things and prepare to detrain. Many thanks to all who have moved our Association forward, and best wishes for a great future.

High Green!

Verona Senior Center
108 Paoli Street
Verona, WI 53593



SCWD Picnic

So good to be together again!

*Many thanks to John Haverberg
for once again organizing it all*





The Crowsnest Pass Line – An Offshoot of the Canadian Pacific Mainline

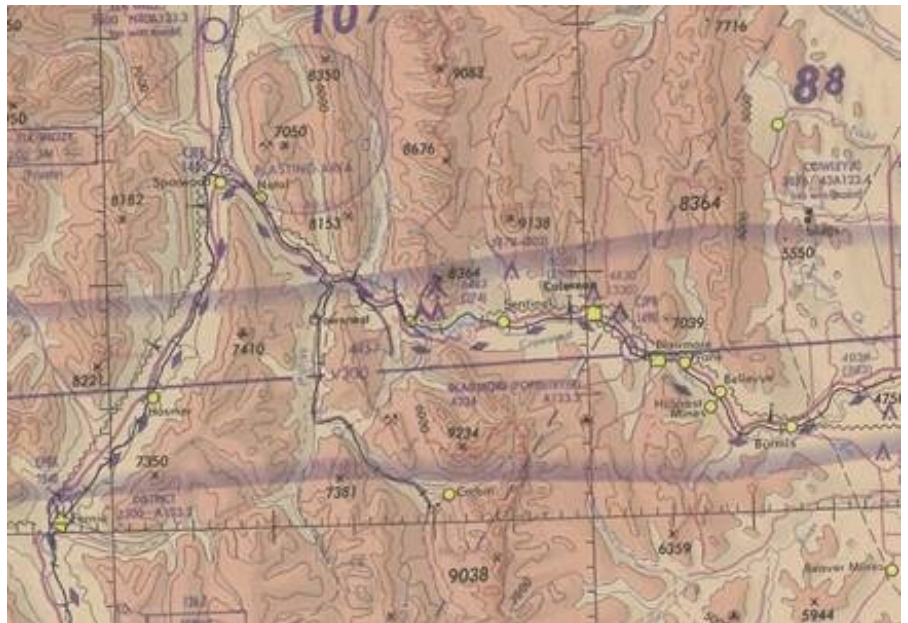
By Steve Lanphear

Crowsnest Pass (sometimes referred to as **Crow's Nest Pass**, is from the French: *col du Nid-de-Corbeau*) is a low mountain pass across the Continental Divide of the Canadian Rockies on the Alberta–British Columbia border.



The name “Crowsnest” came from Crowsnest Mountain – named by the Cree Indians because the trail passing through that area was the “nesting place of the Raven.” The Indians told of the black bird (Raven). The white man translated it as “the crow”

Crowsnest Pass comprises a valley running east–west through Crowsnest Ridge. On the Alberta side, the Crowsnest River flows east from Crowsnest Lake, eventually draining into the Oldman River and ultimately reaching Hudson Bay via the Nelson River. Summit Lake on the British Columbia side drains via three intermediary creeks into the Elk River, which feeds into the Kootenay River, and finally into the Columbia River to the Pacific.



The Crow’s Nest Line

Although not a consideration at the time, the relocation of the transcontinental mainline from the Yellowhead route to the Rogers Pass took the CPR railway through an area almost totally devoid of mineral resources that could generate revenue traffic. Paradoxically, the Crowsnest Pass was never considered as a route for the mainline although it was known that extensive coal deposits existed on both sides of the provincial border and minerals had been discovered in the southeastern areas of British Columbia.

Until the railway was built through the Crowsnest Pass, this portion of British Columbia was cut off from the rest of the country. The north-south trending topography restricted east-west traffic and the area had much closer ties with the United States than to Canada.

The government of British Columbia granted charters to construct railways in this part of the province in the late 1880s but nothing came of these projects because of a lack of financing. Both the federal government and the CPR wished to extend their respective influences into the area. The government wished to bring this region, (where the U.S. July 4th was a more important holiday than the Canadian holiday July 1st), under its control and the CPR wanted to ensure that any railway traffic did not go to the Great Northern Railway, which was located just south of the international border. However, the CPR did not have sufficient funds to build a line into this potentially lucrative area and the general economy in the mid-1890s was poor.

Although the CPR had done well financially following the opening of the transcontinental route, between 1893 and 1895 its revenues decreased significantly because of the severe downturn in the economy. In 1894, the position was so serious that the company could not meet its fixed charges. Nevertheless, it wanted to make sure that it built a railway line through the Crowsnest Pass and in 1893 it had leased the Dunmore to Lethbridge narrow gauge line with an option to purchase prior to the end of 1897. With no outlay of precious capital during these lean economic times, the company thus protected the eastern flank of the route and acquired control of what would become the first 108 miles of the Crowsnest Line.

Crow's Nest Pass Act

In the latter half of the 1890s, the Canadian economy improved rapidly and the federal government moved to support the construction of the Crowsnest line. On June 28, 1897 the Crow's Nest Pass Act was approved by parliament and the formal contract between the government and the CPR to build the line was signed on September 6, 1897. The act granted the railway a subsidy of \$11,000 per mile, to a maximum of \$3,630,000 to be paid in not less than 10-mile sections, to construct a line from Lethbridge, through the Crowsnest Pass to Nelson. The act stipulated that the line had to go through Macleod.



Building the Crowsnest Line

The first surveys for a railway through the Crowsnest Pass had been undertaken in 1892 on the north side of the Oldman River but nothing came of this project. The CPR selected a route on the south side of the river and location surveys began in April 1897 before the Act and the agreement were in place. Apart from the 300-foot-deep valley of the Oldman River immediately west of Lethbridge, no major engineering difficulties were encountered. The CPR decided to avoid this formidable obstacle and constructed a temporary line that descended to the valley floor, crossed the north-flowing St. Mary River at low-level and then climbed the west side of the valley to Nena and on to Macleod. The relatively soft, rock strata on the valley sides had been severely eroded and deep coulees had to be crossed by trestle bridges on the route to the valley floor. Twenty similar structures were necessary to take the track down the east side of the valley and 15 million board feet of raw timber was required for their construction.

Track laying for the Crowsnest line commenced in July 1897. Separate contracts were let for each ten-mile section of track and progress was rapid. By the end of the 1897 track-laying season, the line was 12 miles short of the Continental Divide and at the height of construction, approximately 5,000 men were employed on the project.



Building the C.P.R. through the Crowsnest Pass in 1897-8.

On December 31, 1897 the CPR exercised its option to purchase the Dunmore to Lethbridge line and thus was well on its way to complete a second mainline into British Columbia.

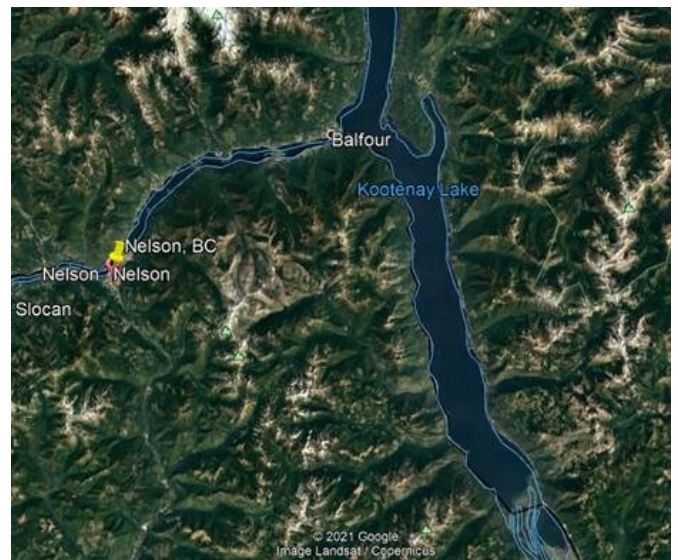
The CP Mainline went from Dunmore to Calgary, so the new purchase started the Crowsnest Pass Line connection



Development of the Crowsnest Pass Region

The line was completed to Kootenay Landing, 325 miles rail miles west of Lethbridge, on October 7, 1898. Steamer service on Kootenay Lake enabled passengers and freight to complete journeys to Nelson and beyond. Construction costs to Kootenay Landing totaled \$9,898,392 and a subsidy of \$3,404,720 was granted to the company.

In accordance with its agreement with the federal government, the CPR reduced eastbound freight rates by 1.5 cents per 100 pounds on September 1, 1898, with the balance of 1.5 cents taking effect on September 1, 1899. The financial conditions of the company were not adversely affected at the time. The period from 1898 to mid-1914 were the “Golden Years” for western Canada, marked by increasing immigration, new farming techniques and strains of early maturing wheat. The increase in acreage and grain production proved profitable for the CPR. It was only when war-time inflation caused a narrowing of margins and the railway tried to increase its rates that the limits of the Crow’s Nest agreement were realized. For the subsidy, the CPR had agreed to reduce rates in perpetuity. This was to have an extremely serious effect on the



CPR but assisted immensely in the development of the prairies as it provided low-cost rates for both incoming supplies and outgoing produce.

The railway quickly proved that it would develop southwestern Alberta and southeastern B.C. The rich seams in the Crowsnest Pass area were exploited rapidly in order to meet the needs of the growing population on the prairies and the smelting needs in S.E. British Columbia. The railway benefitted by transporting the coal to its various destinations.

Coal Mine in Crowsnest Pass



The Frank Slide

On April 29, 1903 a large section of Turtle Mountain slid down into the valley and wiped out part of the village of Frank, 15.7 rail miles east of Crowsnest. Part of the railway was buried by the landslide and 70 villagers were killed. The line was not reopened until November 1903 and a 2.2% grade was required to cross the slide area. A two-stall engine shed was constructed at Frank to house the pusher engines used to assist westbound trains climb towards Crowsnest Pass. Turning adversity to its advantage, the CPR increased the tonnage of its eastbound trains and used these pusher locomotives to help climb the grades at Lundbeck and Pincher. This was the only case in North America of trains requiring assistance to come “down” from the Rocky Mountains. The railway also used the landslide to its own advantage as it had a ready supply of large rocks, literally on its own doorstep. Until well into the 1960s, a steam shovel was used to load cars with this material (rip rap) to fill washouts, etc., that developed on the company’s western lines.



The Lethbridge Viaduct

As traffic built, the original line from Lethbridge southwards across the St. Mary River, and then northwestwards to Fort Macleod became a bottle-neck. Track speed was slow and passenger trains were scheduled to take two hours for the 38.5 miles from Lethbridge to Macleod and freight trains took three hours. The unstable coulee sides required constant attention to keep the track open and prairie fires were an ever-present danger in this semi-arid country.

Capital was short when the line was constructed and savings were made wherever possible. The 2.8 miles of bridges on the St. Mary Loop were no exception and, when built in 1897, green timber brought straight from the mountains was used throughout. The plan was to construct more permanent structures that would replace the 20 timber trestles and bridges when finances improved. Replacing the structures on the St. Mary Loop would have cost an estimated \$1,065,000 and it was calculated that it was more cost-effective in the long run to construct a high level viaduct across the Old Man River at Lethbridge.



Surveys for the new line from Lethbridge to Fort Macleod were undertaken in 1904 and 1905 and in June 1906 it was announced that a high level bridge would be built, crossing the Old Man River. The excavation and substructure contract went to Gunn and Sons of Winnipeg with the work

completed in February 1908. The bridge was designed by the CPR but built by the Canadian Bridge Company of Walkerville, Ontario. The first work train crossed the 5,328-foot Lethbridge Viaduct in June 1909 and it was opened to traffic on November 1, 1909. The bridge, although straight, rises to the west at 0.4% and cut just over five miles from the journey between Lethbridge and Macleod. It also allowed Lethbridge to become a through station.



CPR train delivers goods in 1920



The “Second Mainline”

The Crowsnest line thus became a major route serving southwestern Alberta and southeastern B.C. It hauled in freight and supplies for the area and carried out coal, coke, timber, minerals and ore for other parts of the country. Following the opening of the Kettle Valley Railway in 1916, it became part of the “second mainline” that left the transcontinental line at Dunmore and rejoined it at Petain (Odlum), B.C., near Hope. When the final rail link was opened between Kootenay Landing and Procter, B.C. in 1930, the southern route became an attractive alternative for transcontinental passengers. This ceased in 1959 when washouts closed the Kettle Valley Railway and since then, the Crowsnest line has lost its transcontinental significance.

The Canadian Pacific Railway in Alberta

The through traffic had little effect on Alberta’s development apart from providing some employment, primarily at the original division points at Medicine Hat, Gliechen, Canmore and Laggan (Lake Louise). Van Horne, however, saw the potential of the Rockies for tourism and the company’s first hotel in Alberta was opened at Banff in 1888. In 1890, the federal government authorized the Calgary & Edmonton Railway to construct branches from the mainline to Edmonton and southwards towards Fort Macleod. Although constructed by a nominally separate company, the CPR operated the two branches from their inauguration. These were the first standard gauge branch lines in Alberta and were built to develop local traffic by connecting the two major cities and open up the farm land immediately east of the Rockies.

The first branch line built in Alberta was the North Western Coal & Navigation Company’s 108-mile narrow gauge line from Dunmore to Lethbridge. This was an independent company and the line was constructed to carry coal from Lethbridge Coalbanks for sale to the CPR as fuel for its locomotives. In 1893, the CPR leased the line and converted it to standard gauge. It was purchased in 1897 as the first stage of the Crowsnest route. Building westward from Lethbridge, the new line was opened in October 1898 to Kootenay Landing, B.C.

Branch Lines

Contrary to popular opinion, the CPR did not embark on a branch line building program immediately after the mainline was opened. It did not have the finances to invest in such ventures and much of the land close to the mainline in southern Alberta was unsuitable for farming without irrigation. With the change of route from the Yellowhead Pass, the mainline penetrated a much drier part of the prairies than first planned. When the line was completed, the company established a number of experimental farms in Saskatchewan and Alberta along the mainline but found that the bulk of the land in this area was unfit for dryland farming. The railway did not have to accept land unsuitable for settlement and the CPR was not prepared to take the acreage available close to the mainline through southern Alberta. Instead, land was selected from areas far removed from the mainline. The North-West Irrigation Act of 1894 allowed the development of land in the drier areas and in 1903 the company selected its final land grant acreage.

The arrival of the Edmonton Yukon and Pacific Railway in Edmonton in 1902 marked a turning point in the CPR's thinking. It no longer enjoyed a monopoly in the west and, to protect its interests against the aggressive Mackenzie and Mann railway, it finally began to construct the branch lines necessary to develop its Alberta land holdings. The period between 1900 and 1914 was Canada's golden years and the prairies experienced the first of a series of booms. This culminated with the discovery of oil at Turner Valley, just south of Calgary, but was snuffed out by the outbreak of World War One on August 4, 1914.

With free land in the western United States now settled, immigrants poured into western Canada and the railway experienced a number of very profitable years. This provided the resources for an extensive branch line program and the first lines in Alberta were the Wetaskiwin and Lacombe Subdivisions in the north central part of the province. Both were chartered by the Calgary and Edmonton Railway but were completed by the CPR. Between 1905 and 1916, the railway constructed some 900 miles of branch lines in Alberta.

The CPR built the Crowsnest Route line from Lethbridge, Alberta, to Kootenay Landing, British Columbia, through the Crowsnest Pass between 1897 and 1898. This line was built primarily to access mineral-rich southeastern BC via an all-Canadian rail route, and to assert Canadian (and CPR) sovereignty in an area that U.S. railroads were beginning to build into. It also opened up coal deposits in the Crowsnest and Elk River valleys, which were important to mineral smelting operations and assisted the CPR in its conversion of locomotives from wood to coal.



Panoramic view of the scenery along the Crowsnest Pass in 1908

Blairmore

Blairmore is the oldest permanent settlement in the Pass, though not the oldest town. Originally a Canadian Pacific Railway stop called Tenth Siding or The Springs (for the cold Sulphur spring to the east), the settlement was renamed Blairmore in November 1898. A ten-year dispute over land ownership between the CPR station agent and the section foreman stunted early development, and it was not until September 29, 1911 that Blairmore was incorporated as a town and began to grow. Its principal industry was lumber and, after 1907, coal. With the declining fortunes of the nearby town of Frank, Blairmore soon became the region's economic center.



Bellevue

Bellevue was founded in 1905 on the flat land above the Bellevue Mine operated by West Canadian Collieries. In 1909 the Maple Leaf Coal Company commenced operations at the Mohawk Bituminous Mine and constructed the settlement of Maple Leaf adjacent to Bellevue. In 1913 WCC transferred many workers to Bellevue from its closed Lille operations. WCC displayed a five-ton coal boulder at the 1910 Dominion Exhibition in Calgary, Alberta.



This period of growth was not without setbacks. An explosion in the Bellevue Mine during a partial shift on December 9th, 1910 killed 30 miners. In 1917 a fire destroyed most of Bellevue's business section, followed by smaller fires in 1921 and 1922. A shanty-town called Bushtown, or Il Bosc, below Bellevue was flooded in 1923 but persisted for several years.

West Canadian Collieries opened the Adanac Mine at Byron Creek in 1945, but by 1957 all of the Bellevue area mines were closed. The tipple at Bellevue continued to process coal from WCC's Grassy Mountain open-pit, but was removed in 1962 after that operation closed. These closures caused a critical reduction in Bellevue's tax base.

Bellevue finally incorporated into a village in 1957, and elected Alberta's first female mayor. The realignment of Highway 3 in the 1970s led to a decline of Bellevue's business section, although the residential areas continued to thrive. Following amalgamation of five local school districts in 1966, Bellevue joined four other local communities in amalgamation into the Municipality of Crowsnest Pass in 1979 which restored a measure of financial stability, and Bellevue continues to thrive today.

Bellevue Café shootout. On August 2, 1920 local miners George Arkoff, Ausby Auloff and Tom Bassoff robbed the Canadian Pacific Railway's train No. 63 at gunpoint, hoping to find wealthy rum-runner Emilio "Emperor Pic" Picariello aboard. He wasn't. Eluding the Royal Canadian Mounted Police, the Alberta Provincial Police and the CPR Police, Auloff escaped into the United States while Bassoff and Arkoff remained in the Pass area. On August 7 the two were spotted in the Bellevue Café. Three constables entered the café through the front and back doors, and in the ensuing shootout Arkoff, RCMP Constable Ernest Usher and APP Constable F.W.E. Bailey were killed while Bassoff, though wounded, escaped into the rubble of the Frank Slide. During the pursuit, Special Constable Nicolas Kyslik was accidentally shot and killed by another officer. Bassoff was eventually apprehended without incident on August 11th at Pincher Station, 35 km to the east.

Although testimony suggests that the police officers may have failed to identify themselves and had fired first, Tom Bassoff was found guilty of murder and hung in Lethbridge, Alberta on December 22, 1920.

Ausby Auloff was captured in 1924 near Butte, Montana after trying to sell a distinctive railway watch. Auloff, who had not been involved in the shootout, was returned to Alberta where he was sentenced to seven years imprisonment, and died in 1926.

Today in Crowsnest Pass



CPR rail in the Pass

Resources

1. Wikipedia – Crowsnest Pass
2. Atlas of Alberta Railways
3. Glenbow Archives
4. Whyte Museum of the Canadian Rockies
5. The Virtual Crowsnest Highway

Steve Lanphear, SCWD Member





Marriott East, 7202 E 21st St
Indianapolis, IN 46219



Four Full Days
Three Regions
Train Show

Registration now open!!!!
Go to website to register

Clinics
Layout Tours
Ops Sessions
Prototype Tours



www.IndyJunction2022.org



RPM
CONFERENCE



20210506

A Puzzle for You

You like trains, or train watching, but have you ever wanted to go to an OPS (Operating Session) and run trains on someone else's layout, but were afraid you wouldn't know what to do?



Model Railroad Operation is a fun and interesting role-playing game where the players (operators) use model trains to simulate the movements of the prototype railroad. Operators fill the roles of railroad employees like engineers, conductors, yardmasters, dispatchers, and more. Many of our SCWD members participate each month at multiple layouts to enjoy this fun and stimulating practice of critical thinking and problem solving in the context of railroad operations.

Now, there is a way for you to get your feet wet in this critical thinking and problem-solving railroad environment in the privacy of your own home through the use of railroad switching puzzles.

In July, a group of SCWD members started a project to introduce more of our members to the enjoyment of railroad operations, or as our wives call it, playing trains. Some of us have been engaged in operating sessions for 20 years or more, and would like to get more of you involved.

The project involves getting one to solve a series of train switching puzzles (on paper, or your computer) in the least number of moves possible. You can then submit your solution to see if yours was done in the least number of moves.

Beginners can start with **3 introductory puzzles** to show the kinds of skills used in railroad switching operations. Then, you can advance to a series of more advanced puzzles written and based on actual SCWD member area layouts. Or, if you have already been to an OPS session, you could do an introductory puzzle, and jump right into the more challenging ones.

Join the SCWD listserv now and begin learning what this is all about!

Email Steve Lanphear at scwdmemberlist@frontier.com to be added to the list and start receiving your puzzles now!

Happy Railroading!
Steve



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

Join The 120+ SCWD members and members from other Midwest Regional Divisions who are participating in the SCWD listserv. You can expect 5 - 10 photos of railfan photos or model railroad photos or other items per week on average, as well as SCWD announcements, monthly Mystery Photo contests, Modelers Corner, and OPS Corner Puzzles. The listserv has been running this since April 2012, 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.

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**, and **City/State** 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



If you wanted to start with the OPS Puzzles, but didn't have time, soon we will have a section on the SCWD Website that will have all of the 7 puzzles that we have published on the listserv, including the handouts, diagrams, and solutions so you can start from the beginning, or pick and choose which puzzles you would like to try. This will be available to all who visit our website!

Stay tuned for more info on when it will be ready...

Steve Lanphear and the Puzzle Development Team.



**Minutes SCWD Board Meeting
7:00 pm, June 14, 2021
via Zoom meeting**



The meeting of the South Central Wisconsin Division Board of Directors was called to order at 6:58 pm by Superintendent Phil Hottmann. Phil Hottmann, Dr. Bill Clancy, Bob McGeever, Dave Dingman, Dave Down, Steve Preston, and Bill Mitchell were present. John Kosobucki was unable to attend. John Haverberg attended to present an update on the SCWD July Summer Picnic and an item in NEW BUSINESS.

BOD Meetings: *Members of the SCWD are invited to join a Board of Directors meeting. Meeting dates are published in the **Bad Order**. Send a request to Phil Hottmann or another member of the SCWD Board for a ZOOM link to the upcoming meeting. The members' contact information is in the REDBOOK.*

Minutes

Motion by Dr. Clancy, second by McGeever, to approve the minutes of the May 10, 2021 meeting. Motion carried.

Paymaster Report

Bob McGeever presented the high points of the Paymaster Report. Expenses coming in July will be the SCWD Summer Picnic. The Storage Facility fee will increase by \$10.00 per month. Registration fees for the February 2022 Rail Show are arriving. Motion by Dr. Clancy, second by Down, to approve the Paymaster Report as written. Motion carried.

Constant Contact - A motion was made by McGeever, second by Dr. Clancy, to approve the payment of the "Constant Contact" software license that is used to communicate email messages to the membership. Motion carried.

Committee Reports

Picnic - John Haverberg updated the Board with the latest plans. The SCWD July Summer Family Picnic is scheduled for Saturday, July 17th, 2021. The park opens at 12:00 noon and closes at 5:00 pm. The picnic lunch will begin serving at 12:30 pm at the **Blue Rose Pavilion** at **Little Americka Park** in Marshall. **HY-VEE** will be serving the buffet lunch and will be following the *Dane County COVID-19 guidelines*. The Board is recommending that all our members and adults attending be vaccinated. Adults will be responsible for their children. Visitors to the park will also be following **Little Americka COVID-19 guidelines**. Steve Lanphear will be asked to send out one more picnic reminder using his LISTSERVE email system. Thank you, John, for the updates.

Achievement Program - Some members have recently been mailed their certificates.

Bad Order - The "Constant Contact" email system is working.

Special Note 1: *The email list comes directly from the NMRA membership list, so please keep your membership active and your email current with the NMRA. All SCWD members are requested to inform the NMRA when their email address changes.*

Special Note 2: *Kathy, our newsletter editor, is always in need of articles. Please submit articles by the 14th of the month to SCWDKATHY@AOL.com via email with attachments in a WORD formatted document.*

Clinics - A new Clinics Chairperson is needed for Fall 2021. Dr. Clancy will be working with some SCWD members to formulate a plan to present these clinics at our in-person meeting and using **ZOOM**. Discussion will also include honorariums for the clinic presenters. Members of the Board are looking at what equipment and communications system will be needed for our clinic presentations at the Verona facility. The May 2022 meeting will be a **JOINT DIVISION** meeting. The location and content will be determined. The SCWD will probably be the host for this meeting.

Contests - Model and Photography - Dave Down will be sending the Fall **Model and Photography Contest** schedule to our *Bad Order* editor. The contests will begin at our September in-person meeting.

Modeling Project - The project models built for the **April 2020** will be judged at the October SCWD meeting. The modeling project for 2021 - 2022 may be introduced at the October meeting with a clinic covering the models to be built for the April 2022 contest.

Door Prizes - Door prizes will be discussed at the September membership meeting. The membership will decide if gift certificates to the *Madison Hobby Stop* or actual prizes will be the door prizes.

Layout Tours - (REMINDER - A NEW CHAIRMAN IS NEEDED) - Phil Hottmann has a list of layouts that may be open for tours and is in the process of scheduling the dates for these tours.

Our SCWD organization is always looking for more people to host virtual or in-person layout tours. Please contact Phil Hottmann about the possibility of opening up your layout for a virtual or in-person tour. Phil's contact information is in the REDBOOK.

Membership - Steve Preston stated that our membership register is up to date. Currently, there are about 135 members in the South Central Wisconsin Division. All of our members need to keep their membership current.

Rail School - Our January Rail School will be held on January 9, 2022, at the Verona Senior Center beginning at 1:00 pm. This facility follows the current Dane County COVID-19 guidelines.

Verona Senior Center
108 Paoli Street
Verona, Wisconsin 53593

Rail Show - The **February 19th and 20th, 2022 Madison Model Railroad Show and Sale** event is moving forward. Vendor and exhibitor invitations are being returned. The SCWD website has the Rail Show announcement on the calendar.

Bob McGeever is in the process of negotiating contracts with the Dane County Exposition Center for 2023, 2024, and 2025 **Madison Model Railroad Show and Sale**.

Website - The *www.nmra-scwd.org* website is working very well.

The *www.nmra.org* website is *UNDERUSED* by its members. There is a direct link from our SCWD website to the National Model Railroad Association website. You will need to register your NMRA membership to view the "members only" information on the different pages of the NMRA website.

Old Business:

General Membership Meeting Format - Bob McGeever and Dave Dingman will be looking at the technical issues for a combined in-person and ZOOM meeting. Video and computer equipment will need to be tested and may involve purchases of some pieces of hardware to allow in person presentations to be broadcast via **ZOOM**. The SCWD monthly membership meeting dates have been scheduled with the Verona Senior Center.

Happy Hour - Happy Hours will not be scheduled for the Summer.

Social Media - REMINDER - There is Still Need a Chairman / Co- Chairmen - *Question to the membership: "Are you familiar with FACEBOOK?"* Someone with "Social Media" skills will be needed to get our upcoming February 2022 **Madison Model Railroad Show and Sale** information out on the INTERNET.

Without our physical presence in the Model Railroading hobby, a need exists to put information about the hobby and our Division out on the internet. "Facebook" could become a very good platform to get information out to the world. The Board of Directors are looking for some members who have a good understanding of "social media" including Facebook to become the SCWD Social Media Chairman. Anyone interested should contact Superintendent Phil Hottmann or another member of the Board of Directors.

New Business:

Advertising - John Haverberg will again be coordinating the advertising for our monthly meetings.

Tri-Meet - The Wisconsin Southeastern Division, the Rock River Valley Division, and the South Central Wisconsin Division will begin planning for a "Tri-Meet" for May 1, 2022.

Winnebago Division - The Winnebago Division of the NMRA has extended the South Central Wisconsin Division an invitation to join their Division in ZOOM sessions. More information will be sent out to our members via email as information becomes available.

Youth Group - Ideas to re-start the Youth Group are needed. Other divisions have found ways to keep their youth groups in operation. Location and storage of youth group materials will be a major factor.

Support of Small Businesses:

Our local hobby shops are continuing to be affected by the State of Wisconsin and local COVID-19 rules. Most hobby shops are now open. These hobby shops offer gift certificates or gift cards for later purchases. Call ahead for store hours and guidelines for each hobby shop.

Adjournment:

A motion was made by McGeever, second by Down, to adjourn the meeting. Motion carried. The meeting was adjourned at 8:17 pm.

Bill Mitchell - Clerk

**The MWR Spring
Convention
PREVIOUSLY
RESCHEDULED
FOR
SEPTEMBER
2021
has been
CANCELLED**

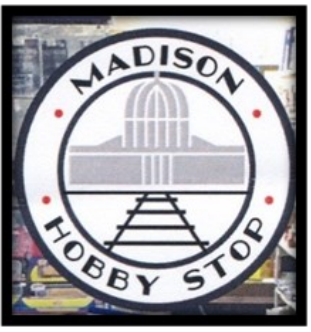


A Word about Constant Contact e-mail

Each Constant Contact e-mail includes links to update or unsubscribe your e-mail address. **Please do not use these links.** If you unsubscribe using the Constant Contact link, your e-mail address will be removed from the NMRA membership database, from the Midwest Region e-mail database and probably from your Division's records. If you get an e-mail that you don't want, just hit the delete key. Furthermore, if you use the update link, your change may not be timely posted to the NMRA membership database.

If you need to change your email address with the NMRA please follow these directions:

The direct way is to log on to the "Members" page of the NMRA website, choose the "View your NMRA membership" box on the right side of the screen, scroll down to the bottom of the page and select "Update". Enter the new email address in the appropriate box and click "Submit".



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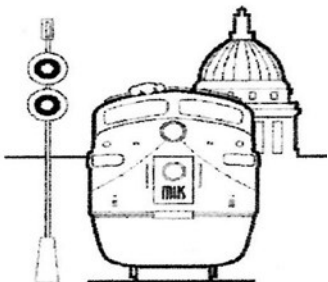
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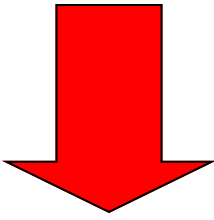
**Remember, most model railroad items are 20% off
with a valid NMRA or other club id card**

Excludes discounted or sale items, magazines, and consignments

Gift Certificates Available



Madison Hobby Stop
Chris Roosli, Proprietor



If you change your email address


don't forget to notify the NMRA and Kathy Clancy
Bad Order Editor

Thank you!

The Hobby Depot
Brian Stackpole, owner

See us on the web at: www.hobbydepotmonroe.com

835-17th Street
 Monroe, Wisconsin 53566
 Phone: 608-325-5107
 Call ahead to be sure we're open!
 email: hobbydpo@tds.net
TRAINS & MORE



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National Model Railroad Association

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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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SCWDKathy@aol.com

PLEASE PATRONIZE OUR AREA HOBBY STORES

The Hobby Depot – 835 17th Street – Monroe WI
Madison Hobby Stop – 6622 Mineral Point Rd (inside Clock Tower) – Madison WI *

* = Train Show Ticket advance sales

SCWD 2020-2021 Meeting Schedule

Regular Meeting

Sept 12, 2021
Oct 3, 2021
Nov 7, 2021
Dec 5, 2021

BOD

Sept 13, 2021
Oct 11, 2021
Nov 8, 2021
Dec 13, 2021



MadCity
MODEL RAILROAD
SHOW & SALE
MADISON, WISCONSIN
FEBRUARY 19-20, 2022