

July /August 2020

[www.nmra-scwd.org](http://www.nmra-scwd.org)

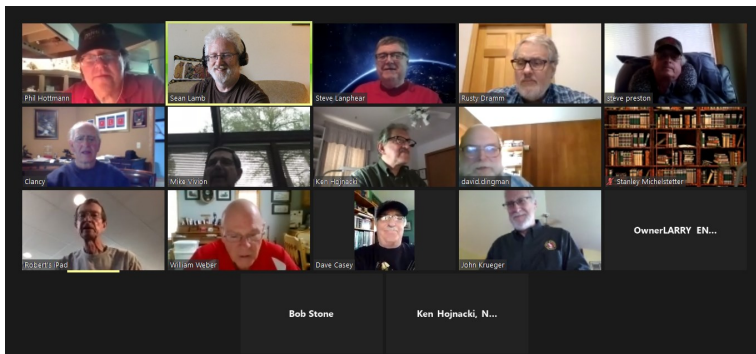
Volume 51 No. 11

## Super's Report

Phil Hottmann  
Division Superintendent

As we approach the upcoming season a lot of questions need to be answered. Will we be able to meet as we have done in the past? Will we have a Train Show? I believe that most members of our club are concerned about the virus and we'll need to be conservative when making our decisions.

With the possibility of conducting Zoom meetings we may be able to present our membership meeting with virtual clinics and layout tours.



Screenshot by Sean Lamb

We know that the Wise division has cancelled Train Fest this year. This was due to the unavailability of the Fair Grounds. Bob McGeever is working to determine what possibilities are available if we attempt to put on a show.

We were able to move our belongings from the Zor facility several weeks ago. Thanks to Bill Mitchell, a giant box full of tie-downs and his awesome trailer we

### Next SCWD Meet

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

### Next BOD Meeting:

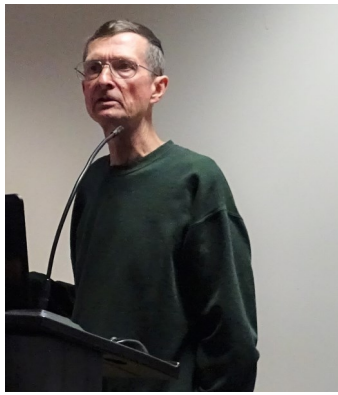
August 10, 2020 at 7:00 pm  
Zoom

were able to make the move. Steve Preston, Bob McGeever and I also helped, and we luckily just completed the move before some torrential rain hit.





I want to thank Bob Wundrock for being the clinics chair for the last four seasons. As you all know, Bob does a wonderful job with organizing the clinics. He seems to have a special skill to get clinicians to volunteer. His disarming approach is magnificent. Mike Vivion will be leading a committee with Ken Hojnacki and Bill Clancy to organize our clinics in the future. I hope you all support our needs for clinics. This is the most important part of our meetings.



I also want to thank Steve Brist for running the youth Group Organization for many years. I'm not exactly sure when Steve started, but it may go back as far as fourteen years. As you may know, the Youth Group will not be able to be organized the same as it has in the past. We are working to see if there is another option.

We all need to congratulate Bob McGeever for receiving the President's volunteering award. I know Bob has been a huge help to me as superintendent. He also is the Treasurer for the division and the Clerk for the region. I almost forgot to mention Bob also runs our train show. This is almost a full-time job.

We had another fun event with a Zoom Happy Hour last Friday. I think everyone that joined enjoyed connecting with fellow model railroaders. We had a smaller group than I anticipated. I'm hoping that everyone received the invite. I don't know if members have reservations about using this technology or if the timing just didn't work out for more people to participate. I would like to hear if you are having difficulties joining the Zoom call or are just not familiar or comfortable with online meetings.

With the summer now in full swing and unable to do a lot of things we would normally do it was time to find some railroad things that could be done outside. I was able to take my static grass tree making machine out to the deck and start winding wires. I'm in the process of making a group of 100 trees. Clipping and forming the wires is also another activity I can do while relaxing outside.

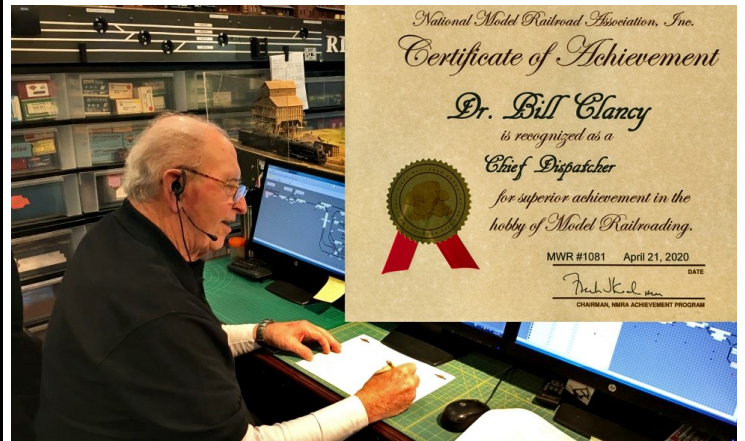
Phil

## AP Corner

Ken Hojnacki



While we have all been quarantined and unable to meet, we have had a couple of ZOOM video get-togethers. On the most recent one, I was asked what was happening with AP. It just so happened that a couple of days before the video chat, I received Bill Clancy's Achievement Award for Chief Dispatcher. Bill complained a lot about having to dispatch his own railroad (imagine that) but he persevered and got thru all the paperwork to complete his operations time and other requirements. It does take some doing but is really something many of us could accomplish. So, when you next get the opportunity to see Bill in person, congratulate him on his award. Maybe he'll even offer to dispatch on your next ops session.



Ken



## Contest Column

Dave Down, Chair

Our 2020 contests came to an abrupt end and there is no clear direction yet as to when and how we will resume. That is the not so good news except I hope it means you have all been able to stay safe and healthy. The good news is we have all had way more time to work on our railroads than we anticipated. That has been especially true for me and I hope for you.

It is not clear when the next popular vote model and photo contest will take place. However, the theme of our first contest when we come back is **Power**.

The categories are:

- a. Steam
- b. Diesel
- c. Electric
- d. Gas/Other.

(You will recognize this as the contest we didn't have in May.)

As for the themes moving forward, I am working on a series of themes to be adapted to fit our future schedule, whenever we are able to put that together. If you have particular contest themes you really like, or would like to see in next year's contests, please contact me at [dfdown2000@gmail.com](mailto:dfdown2000@gmail.com).

Stay well and stay in touch.

Dave

## 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](mailto: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](mailto:scwdmemberlist@frontier.com)





# A History of Rogers Pass and the Canadian Pacific Railroad

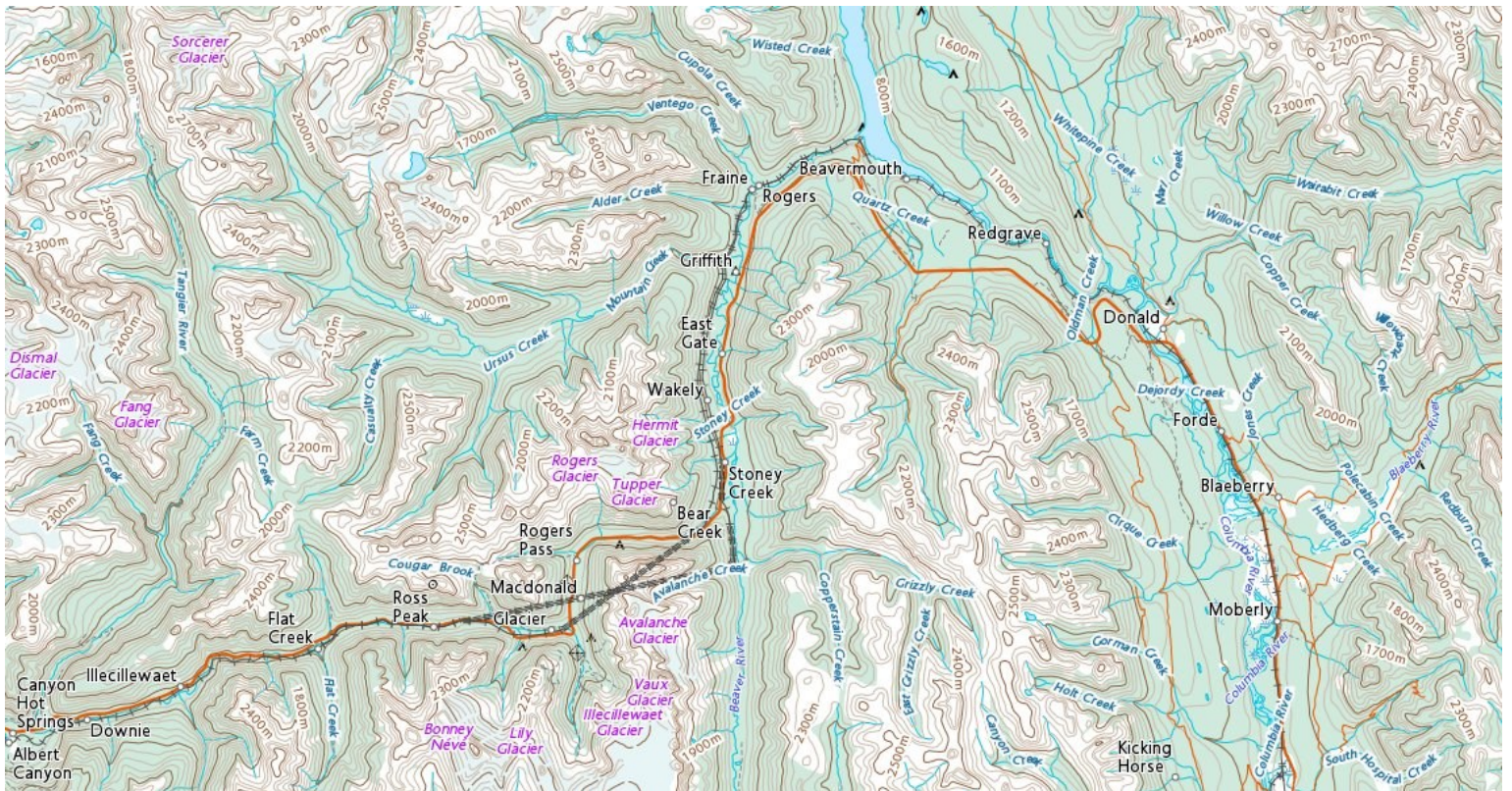
Steve Lanphear, Guest Contributor

Rogers Pass (elevation 1,330 m or 4,360 ft) is a high mountain pass through the Selkirk Mountains of British Columbia used by the Canadian Pacific Railway and the Trans-Canada Highway. The pass is a shortcut across the "Big Bend" of the Columbia River from Revelstoke on the west to Donald, near Golden, on the east. The pass was discovered on May 29, 1881, by Major Albert Bowman Rogers, a surveyor working for the Canadian Pacific Railway.



Rogers Pass is in the heart of Glacier National Park, in the midst of mountains popular for ski mountaineering, camping, hiking and mountain climbing ever since the region became accessible in 1886.

During the 1870s when the Canadian Pacific Railway was being planned, the preferred route through the Rocky Mountains was the northerly Yellowhead Pass. When the railway construction project was turned over to a private company in 1881, the route was changed to the Kicking Horse Pass. While the railway was being built across the prairies, the railway company had to find a pass over the unexplored Selkirk Mountains, or else it would have to detour around them via the Big Bend.





Major A. B. Rogers was hired in April 1881 by the railway company to find the pass with the promise of having the pass named after him and a \$5000 bonus. Walter Moberly had discovered Eagle Pass just to the west, and based on suggestions in Moberly's reports, Rogers started out from what is now Revelstoke, up the Illecillewaet River. Running out of food, Rogers and his party almost reached the summit but turned back feeling reasonably confident that a pass existed. Rogers returned the following year, 1882, from the east and reached a point where he could see where he had stopped the previous season, confirming that the pass existed and was good enough for the railway rapidly approaching across the prairies. Rogers was reluctant to cash the \$5000 cheque, and instead framed it for his wall until CPR General Manager William Cornelius Van Horne offered him a gold watch as an incentive to cash it.

### **Canadian Pacific Railway**

When the railway was built through the pass in 1884, the eastern approach up the Beaver River required some of the largest bridges on the line, including the often-photographed Stoney Creek Bridge. A series of loops were used on the west side of the pass to deal with the steep hill and avoid the avalanche routes. After the Canadian Pacific Railway was completed in the fall of 1885, the railway was shutdown for the winter to observe the avalanches. In response, 31 snow sheds were built, with a total length of about 6.5 km.



RailPictures.Net - Image Copyright © John West

Some major avalanches that came without warning caused the railway serious loss of life and property. In 1899, 8 people were killed when an avalanche destroyed the train station at the pass. On March 4, 1910, the CPR suffered its worst loss. A crew and rotary snowplow were working to clear a snow slide when a second slide from the opposite side of the valley came down, killing 62 men.

### **No Man's Land**

Prehistoric people never lived in the central Selkirks. The rugged mountains and harsh climate made agriculture impossible. Deep winter snows restrict populations of game animals so Indians could not rely on them for food. Avalanches were a threat to travelers much of the year. The prehistoric relationship between man and the land was a simple one - it was no man's land.

With the dream of tying Canada together in a confederation and the desire to build a transcontinental railway, a new relationship developed with this land. The mountains the Indians had wisely avoided now stood out as barriers to be conquered by the railway builders.

The 1860's, 70s and early 80s were times of feverish surveying activity in the western mountains. In 1871, British Columbia joined Canada with the understanding that a transcontinental railway would soon be constructed to link it to the east. Heated debate preceded the decision about where to locate the new line. If it was built too far north (perhaps through the Yellowhead Pass 250 km distant as shown on the map on page 1) would the United States dominate our southern boundary? If it was built to the south through the Kicking Horse Pass, how would the Selkirks be crossed? No feasible routes had been found.

The search for a pass which would open up the central Selkirk Mountains had intrigued surveyors for years. Unlike many other areas in the mountains, the Selkirks were almost unknown to the Shuswaps and other Indians and explorers were truly in unknown territory. In 1865, Walter Moberly found a route through the adjacent Monashee Mountains he called Eagle Pass, and probed from the west up the Illecillewaet River in the Selkirks. The next year his assistant, Albert Ferry, pushed farther up the Illecillewaet and although optimistic at the possibility of locating a pass at the head of this valley, turned back before its existence could be confirmed.

### **The Railway Pathfinder**

The rails had stretched across the prairies and were aimed at the heart of the mountains awaiting a link between Calgary and Vancouver. A line was laid out up the Row River Valley and across the Continental Divide through the Kicking Horse Pass. Beyond lay the mysterious Selkirks.

In 1881, Rogers' crew struggled up the Illecillewaet Valley past the point where Albert Ferry had turned back 15 years before. Above the headwaters of the Illecillewaet River he glimpsed a narrow pass at the summit of the Selkirks. By that time he was out of food and had to retreat quickly back to the Columbia River. But he knew the long-sought pass had been found and the next year completed his explorations from the east. Thus, by 1882, the battle lines were drawn. The "Railway Pathfinder" had discovered Rogers Pass and within three years steel rails crossed no man's land.

### **The Men Are Frightened**

The construction of Canada's first railway across the Rocky and Columbia mountains was a bold move requiring courageous leaders. William Cornelius Van Horne, who joined the enterprise in 1882 as General Manager of the C.P.R., was a tower of strength during this period. Van Horne had decided that the railway must cross the Selkirks by the shortest route and he was prepared to back up his decision with action.

In 1883, James Ross became the C.P.R.'s Manager of Construction in the West. By the autumn of 1884 the track had crossed the Rockies and he wintered on the doorstep of the Columbias. Early in 1885, ascending the Beaver Valley on the east flank of the Selkirk Mountains, the steel approached Rogers Pass.

Construction of a railway to and across Rogers Pass was a formidable undertaking. Roaring mountain streams had carved deep notches into the side of the Beaver Valley. These streams had to be spanned by major bridges at Mountain, Surprise, Stoney and Cascade Creeks.

At Mountain Creek, Ross's forces built a trestle which stretched across a gap in the valley wall for 331 meters and stood 50 meters above the mountain torrent. A few kilometers farther up the line at Stoney Creek, a bridge was constructed, which towered 64 meters above its footings. This bridge was heralded by the engineers of the day as the highest such structure in the world.

Forest fires plagued work crews as they marched up the slopes of the Beaver Valley. Then, later in the year, the weather became excessively wet, changing mud to quagmire and creeks to torrents that ate away at the newly-placed bridge foundations. Ross's efforts to speed the work became bogged down and several times he despaired.

To compound his problems a new and unfamiliar force struck the work crews. Each year, a prodigious quantity of snow falls on the Selkirks. In many places this load rests uneasily on the steep inclines and at intervals becomes unstable and careens down the mountain walls in sudden avalanches. An avalanche or snow slide is an awesome natural force able to snap trees like match sticks as it speeds down slopes at velocities up to 325 kilometers an hour. The Indians had respected these snow



spirits of the Selkirks and stayed clear. James Ross and his men challenged the elements...and the "white death" struck his camps!

"The men are frightened," wrote Ross on February 19, 1885 to Van Horne. "I find the snow slides on the Selkirks are much more serious than I anticipated, and I think are quite beyond your ideas of their magnitude and danger to the line." Already seven men had been buried in slides and two killed.

Ross gained the summit of Rogers Pass on August 17, 1885 after six months of trial by avalanche, forest fire and rainstorm. But his problems were not over, there still remained the troublesome descent of the west side of the pass to the Columbia River.

Laying out a good line down the Illecillewaet Valley was complicated by avalanche paths and steep grades. The line entered the head of the valley on the north wall but had it continued down the valley on that wall it would have traversed several dangerous avalanche slopes. Crossing to the south wall of the valley was the answer but that crossing involved so steep a descent in a so short a distance that the grade itself would be a danger to human life.

Ross solved the problem by constructing an intricate series of loops in the track, lengthening it by five kilometers and carrying the railway safely down the south side of the valley.

From Rogers Pass, Ross pushed the line to the Columbia River and out of the Selkirks. Crossing the Columbia River at what would become the site of Revelstoke, the line entered Eagle Pass and crossed the Monashee Mountains. On November 7, 1885, Ross's forces met the end of steel from the Pacific. Canada's first transcontinental railway became a reality with the driving of the last spike 48 kilometers west of Revelstoke at Craigellachie. The Selkirks had been crossed and the Rogers Pass subdued - or had it?

No sooner had the railway line been completed than it had to be abandoned to the overpowering forces of winter. Throughout the winter, meters of snow buried the line and avalanches tore sections of newly-laid track from the grade. In one place snow- 12 meters deep was measured on the track after a slide. An elaborate and costly defense was clearly required to protect the line from snow and its devastating effects.

The next year construction started on 31 snow sheds to protect the line from the worst slide paths known. These sheds were constructed of heavy timbers and the sides were sloped with rocks and earth so that a slide would pass over them without damage to the track. The total length of the sheds was over 6.5 kilometers and they cost the railway a fortune to build and maintain.

### **Defeat**

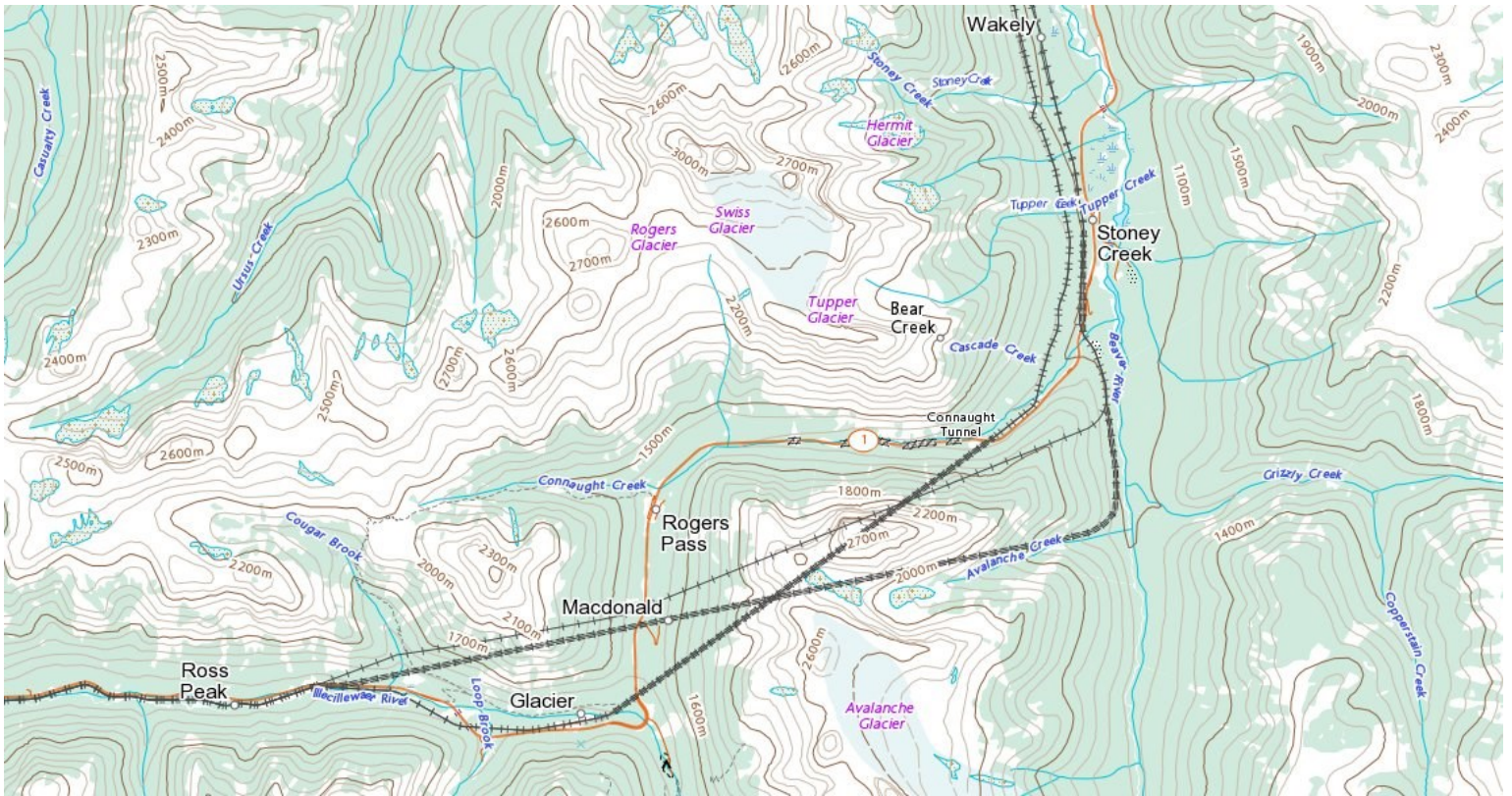
The night of March 4, 1910, began like most other nights for the men working in Rogers Pass. The crew was at the summit clearing a big slide that had come down Cheeps Mountain on the west side of the pass and had blocked the tracks. A rotary snow plow had cut a path across the piled snow on the line and men were working in the cut shoveling snow and clearing away trees swept down by the avalanche. The events which followed were to change the course of history in Rogers Pass.

A half hour before midnight, some of the men outside the cut heard a deep rumbling, then timbers cracking. An unexpected avalanche swept down Avalanche Mountain on the side of the pass opposite the first slide. Trapped within their snow-walled tomb, most of the men never even heard the slide approach. Sixty-two died.

Huge wing plows, rotary plows, snow sheds and an army of men could not keep safe the railway line through Rogers Pass. Between 1885 and 1911 deaths caused by avalanches totaled over 200. Faced with this kind of peril to employees and passengers, crippling costs and steep grades, the C.P.R. acknowledged defeat and prepared to retreat from the summit of the pass.

If trains could not go safely over the pass, then they would run under it through an eight-kilometer tunnel piercing the roots of Mount Macdonald. In 1913 construction started on the longest railway tunnel in Canada. When completed it eliminated 16 kilometers of some of the most hazardous railway line in the world. Operation of the eight-kilometer Connaught Tunnel commenced on December 13, 1916. Rogers Pass was abandoned.





### Resource List

1. [https://en.wikipedia.org/wiki/Rogers\\_Pass\\_\(British\\_Columbia\)](https://en.wikipedia.org/wiki/Rogers_Pass_(British_Columbia))
2. <http://cdnrail.railfan.net>

Steve Lanphear, SCWD Member  
 SCWD listserv Coordinator  
 scwdmemberlist@frontier.com

### 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 55 posts from our modelers. We hope to continue this for as long as it is of interest to our members.





## An NMRA first! Introducing NMRA-X... our virtual, online convention

By [Christina Ganzer Zambri](#), Marketing Consultant

Some of you may have noticed a strange occurrence on Facebook between April 24th and April 25th and still might be wondering what happened to the NMRA. Well, the NMRA-X is what happened, and it is here to stay!

NMRA-X is the new virtual experience formed to bring some of the benefits of the organization love, right to your computer screens! Our very first NMRA-X Virtual Convention was held from 7pm EDT on April 24th to 7pm EDT on April 25th and consisted of 25 straight hours of clinics and tours from around the globe, featuring a new presentation every hour. Broadcast through both the NMRA Facebook page and group, NMRA-X was a huge success with both members and non-members alike, and it definitely broke the mold in the model railroading community.

If you missed out on any of the action, all the videos are saved in the NMRA Facebook group:

<https://m.facebook.com/groups/46322574676?view=permalink&id=10157397645434677>

<https://www.facebook.com/groups/nmragroup/permalink/10157396398094677/>

<https://www.facebook.com/groups/nmragroup/permalink/10157395550039677/>

<https://www.facebook.com/groups/nmragroup/permalink/10157394387419677/>

and on the NMRA Facebook page:

[https://www.facebook.com/pg/NMRA.org/videos/?ref=page\\_internal](https://www.facebook.com/pg/NMRA.org/videos/?ref=page_internal)

Eventually, the videos will be edited and added to the NMRA YouTube Channel: <http://www.youtube.com/c/NMRAORGModelRailroading>

Marketing has been pushing for this and plans on making NMRA-X the virtual model railroading destination by continuing to bring you more valuable content over the coming months.

*A special "thank you" goes to Gordy Robinson (BR), Brad Anderson (AR), Martyn Jenkins (AR), Gert "Speed" Muller (LSR) and Jordan Kramer (MCR) for pulling together and running the entire event, the presenters for sharing their knowledge and time, and the group from the "A Modeler's Life" podcast for wrapping up the event!*



Minutes SCWD Board Meeting  
7:00 pm, May 11, 2020  
via Skype meeting



The meeting of the South Central Wisconsin Division Board of Directors was called to order at 7:07 pm by Superintendent Phil Hottmann. All members of the SCWD Board of Directors were present.

A motion was made by Bob McGeever to appoint Bill Mitchell to be the SCWD Clerk. Second by Dave Dingman. Motion carried.

Phil recognized the re-elected or newly elected members of the Board:

Superintendent	Phil Hottmann
Deputy Superintendent	Bill Clancy
Paymaster	Bob McGeever
Clerk	Bill Mitchell
Directors at Large	Dave Dingman
	Dave Down
	Jim Feldman
	Steve Preston

**Destroy the Electronic Ballots:**

A motion was made by McGeever to destroy the electronic ballots. Second by Dingman. Motion carried.

**Minutes:**

A motion was made by McGeever to approve the minutes of the March 9 Board of Directors meeting. Second by Dingman. Motion carried.

A motion was made by McGeever to approve the minutes of the April 13 Board of Directors meeting. Second by Dingman. Motion carried.

**Paymaster Report:**

The paymaster report was approved as presented.

A motion by McGeever to approve the April paymaster report. Second by Dingman. Motion carried.

**Committee Reports:**

Rail School - will be discussed during the September meeting. At that time, more information will be available for the meeting location and the status of "Social Distancing" in regard to large groups of people.

Rail Show - discussion will begin in August. We will look at how the Milwaukee TrainFest is going to be handled at State Fair Park in November. The February 2021 date is reserved. So far, no monetary commitment has been made to the Dane County Exposition Center.

Website - check our SCWD website for possible calendar updates and the published SCWD Bad Order Newsletters. Special announcements will be sent out via electronic mail similar to the April 2020 Annual SCWD Election notice.

Youth Group - see New Business below.



### **Old Business:**

Bob McGeever will be receiving a refund from the Zor Shrine Temple for the canceled monthly meetings and canceled May Annual Dinner. Keys for the Zor Shrine Temple will need to be returned to Bob McGeever. The items currently stored at the Zor Shrine Temple will need to be removed and put into the SCWD storage facility. Bob McGeever will designate a Saturday morning to move the items to the storage facility will be determined. Bill Mitchell will supply a landscape trailer to haul the items.

A contract will be entered into with the Verona Senior Center for our monthly meetings beginning in September. Initially, Paymaster Bob McGeever will pay for our first monthly meeting when we start up in the Fall. After the meeting schedule is confirmed, payment will be made for the rest of the 2020-2021 meetings.

With the SCWD use of the Verona Senior Center, members will be asked to clean up after our monthly meeting AND also put the furniture back to the original locations so the Senior Center will be ready for the regularly scheduled Monday activities.

### **New Business:**

The National Model Railroad Association as directed all Divisions to discontinue the division "Youth In Model Railroading" groups. To comply with our SCWD charter with the NMRA, the SCWD Youth Group is discontinued. Youth members are encouraged to become members of the National Model Railroad Association and our South Central Wisconsin Division. Attendance at our monthly meetings are encouraged provided that a parent or legal guardian accompany the youth during the meeting. A youth member cannot be dropped off at the meeting and picked up after the meeting.

The "ZOOM" electronic meeting that was held on May 3 (in place of our May meeting) was attended by about 18 people. Rusty Dramm provided a clinic on Logging with accompanying images provided from the U.S. Forest Service. This was our first "virtual clinic" and was greatly received and appreciated.

Please mark your calendars for our next "SCWD Happy Hour" using "ZOOM" to be held on Friday, May 22, from 4:00 pm to 6:00 pm. An electronic message will be sent out.

Hopefully, more of our members will volunteer to put on more "virtual clinics". Phil Hottmann will be the contact person and coordinate the "ZOOM" connections.

"OPS Corner" presentations are being investigated. More information is needed.

### **Support our Local Hobby Shops:**

Our local hobby shops are being affected by the "Safe at Home" edict. Many of us are working on our layouts and do need supplies. Most hobby shops offer gift certificates or gift cards for later purchases. Call ahead for the pick-up procedures for each hobby shop.

### **Adjournment:**

A motion was made by McGeever to adjourn the meeting. Second by Dingman. Motion carried. The meeting was adjourned at 7:52 pm

**Bill Mitchell - Clerk**



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*Might as well keep working on and running trains since everything is cancelled!!*

**Now open for in-store shopping!  
Hours 10:00 to 4:00 Monday-Saturday**



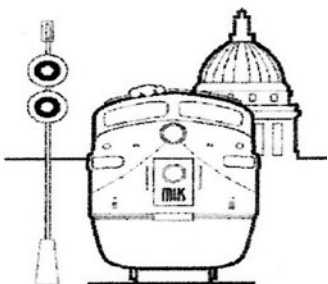
**Preorders are 25% off regular price except  
Walthers Proto which is 20% off**

**New/old consignment coming in weekly, stop in for best selection**

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

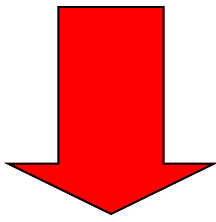
*Excludes discounted or sale items, magazines, and consignments*

**Gift Certificates Available**



Madison Hobby Stop  
Chris Roosli, Proprietor





**If you change your email address, don't forget to notify:**  
 Kathy Clancy  
 Bad Order Editor

Changing your email address with the NMRA does not change it for Bad Order mailing.

Thank you!

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**TRAINS & MORE**

## South Central Wisconsin Division of the National Model Railroad Association

Publishes eleven issues yearly of the

## BAD ORDER

Official Mailing Address:  
 BAD ORDER  
 3940 Trempealeau Trail  
 Verona, WI 53593

Photos in the Bad Order, unless otherwise noted, are by Kathy Clancy

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



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Contact

Kathy Clancy

Bad Order Editor

[SCWDKathy@aol.com](mailto:SCWDKathy@aol.com)

**PLEASE PATRONIZE OUR AREA HOBBY STORES**

The Hobby Depot – 835 17<sup>th</sup> 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**

<b>Regular Meeting</b>	<b>BOD</b>	<b>Train Show TBD</b>	<b>Rail School</b>
	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		

*and a Happy 4th of July from the  
Bad Order staff*

