

November 2019

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Volume 51 No. 3

Super's Report

Phil Hottmann
Division Superintendent

The modeling season is getting into full swing now that fall is here. I have recently been able to spend some quality time working on my layout. Finally! I am hoping to move from bench work, track laying and wiring onto some structures and scenery soon.

I just amazed by Bill Ehlert. At 96 years of age he will be dismantling his layout and moving to a new home. In addition, he is planning to create a new layout! Amazing! I think this brings hope to us young people who are in our 60's or 70's.

As part of the beginning of the modeling season comes Trainfest. I think most of us attend and this year I plan to spend both days at the show. I plan to work at our ticket table, attend the Regional meeting and take in some clinics.

The clinic that Dave Nelson presented at the October meeting was interesting. The concept of building bench work like dominos. The more I think about this, this certainly could be a very quick, easy and flexible approach. Dave's other clinic also was filled with great ideas for your layout.

I want to thank Dave Down for volunteering to be the next volunteer chairperson. Besides this position, Dave will also be working with Dave Dingman and myself to find a new meeting location. As some of you may have heard, the Zor is looking to sell their facility.

Phil Hottmann
Superintendent

Next SCWD Meet:

November 3, 2019 at 1:00 pm
Zor Shrine Temple

Model & Photo Contests: Page 3

Clinics: Page 2

Next BOD Meeting:

November 11, 2019 at 7:00 pm
Culver's Restaurant
2102 W. Beltline Hwy.

Next Youth Group Meeting:

November 17, 2019 at 1:00 pm
Zor Shrine Temple

Modeling Project Contest

DPM Diorama

Dave Lendved

The Project Model Contest has had a good turnout. We've had thirteen adults and six youth signed up so far. In addition, several members have asked if they could enter an equivalent O-Scale model. I agreed that if the member would provide their own kit, that would be acceptable. So, actual participation could exceed the current number signed up.



This year's contest features an easy-to-assemble kit that is within the capabilities of any modeler. Even me! Your creativity comes into play as you build the diorama, modify the kit and add details. I'll be distributing the DPM kits at the November 3 meeting. Get started on your DPM Diorama!

Dave

Clinic Corner

By Bob Wundrock
Clinic Chair Emeritus

Our November clinics will be presented by Den Adler.

Den Adler of Janesville will present two clinics of railroad slides. Adler started shooting train photos in 1975, and has been published in Railfan & Railroad, Passenger Train Journal, Rail Classics, Midwestern Rails, The Capitol Times, The Janesville Gazette, and the Rockford Register-Star. He's presented two slide shows for the NorthWestern Illinois Chapter of the National Railway Society.

In Adler's first program, he'll present slides from the 1970s, including trains he saw on Amtrak trips around the country, D&H Adirondack, The Southern Railway's Southern Crescent, and the D&RGW Rio Grande Zephyr, as well as more local scenes with trains of the CN&W, Milw. Rd., GB&W. Others include the 1977 Amtrak Transcontinental Steam Excursion that he rode from New Orleans to Houston D&H Adirondack.

In his second program, Adler will present views from the 1980s, including more Amtrak trips, as well as ICG to Madison, C&NW, Milw. Rd, Soo, Algoma Central, CM&N, and others.

I'm sorry I had to miss Dave Nelson's October clinics. I've heard several good comments.



I'm still looking for clinicians for our 2020-21 season...and a volunteer to take over the reins.

See you,
Bob

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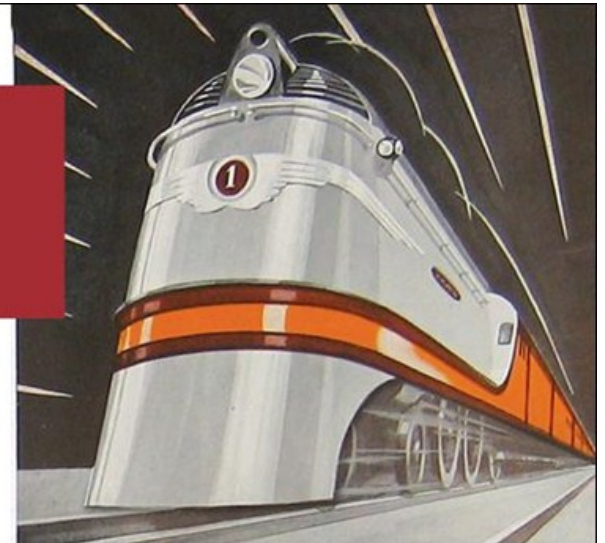
Includes two adults (regular or senior) and two kids (5-15)

Adults \$12 (16 & older), Seniors \$11 (65 & older)

Children \$6 (age 5-15), Kids under 5 FREE

Active duty military \$11. Two day pass \$16. Parking fee not included.

All children under 12 must be accompanied by an adult.



One of the Midwest's best model RR events showcasing beautiful model train layouts in Z, N, HO, S, O and G scale; classic toy trains; historical exhibits & railroad videos. Kids can build a giant wooden train layout or run or ride a model train. **300+ vendor tables** of model train merchandise including tools, railroad collectibles, videos, books, clothing and artwork. Hourly door prizes for adults. Kids, age 5-15, can register to win a train set!

Contest Column

Dave Down and Dave Lendved, Co-Chairs

Our November contest theme is **Cranes**. Cranes are a big part of any heavy industry, and railroads are no exception. Railroads also service heavy industries that use cranes. Any way you look at it, cranes are a logical part of the railroad scene. Here is a chance to show off some of your "scenery". Photos of models were a little more visible in our September contest so keep up the good work and make sure we have good photos of models again in November. We look forward to all your entries.

November 3 Photo and Model Contests Theme: Cranes

- Cat. A Heavy Rail-mounted Crane
- Cat. B Medium/Light Duty Rail Mounted Crane
- Cat. C Non-Rail Mobile Crane
- Cat. D Fixed/Overhead/Industrial Crane

We want you to have a heads-up about the December contests. The model contest in December is going to be a **Photo Match** model. The photo is not being voted on, but the model is. Valid entries need to have a photo of the object being modeled and we will vote on the model that best matches the photo that was used. The categories are Power, Passenger & Freight Cars, Non-Revenue Equipment, and Structures.

Obviously this will not work as a photo contest, so the theme for the photo contest is **Railroad Devices**. The categories are Signals, Tools, Railroad Signs, and Other (Vehicles, Generators, Towed Equipment, etc.)

October 6 Popular Vote Contests Results: Stations and Terminals

Model

Cat. A Passenger:

- 1st Phil Hottmann – Brownsville Station



- 2nd Skip Streng – O Scale Passenger Station
- 3rd Don Tolley – Virginia City Passenger/Freight Station

Cat. B Commuter:

- 1st Don Swinton



Cat C. Whistle Stop:

- 1st Don Swinton



Cat. D Gas/Other:

- 1st Don Swinton – DBLF Freight



Photo

Prototype Photo

Cat. PA Passenger:

- 1st Steve Lanphear – C&NW Depot, Geneva, IL
- 2nd Tom Block – Fallen Logo
- 3rd Steve Lanphear – Brodhead Depot

Cat. PB Commuter:

- 1st Dave Down – Chicago Transit Station at IRM
- 2nd Dave Down – Commuter station at Fairfax, VA

Cat. PC Whistle Stop:

- 1st Dave Down – Whistle Stop at IRM

Cat. PD Freight

- 1st Steve Lanphear – CNW Freight House, Winona
- 2nd Steve Lanphear – Prairie du Chien Freight House
- 3rd Dave Down – Belleville Freight House

Model Photo

Cat MA Passenger:

- 1st Steve Lanphear – Milwaukee Road Depot
- 2nd Dave Lendved – LaRue Depot w/Doodlebug
- 3rd Steve Lanphear – Interior details – Passenger Depot

Cat MB Commuter:

- 1st Steve Lanphear – Commuter stop

Cat MC Whistle Stop:

- 1st Steve Lanphear –
- 2nd Steve Lanphear –

Cat MD Freight

- 1st Steve Lanphear – Freight House
- 2nd Dave Lendved – LaRue Freight Depot
- 3rd Dave Down – Water Street Freight

Dave and Dave

Layout Tours

Phil Hottmann

We got to see Bill Ehler's Soo Line Railroad one last time before this layout becomes dismantled. Even though it is somewhat sad to this layout go away, Bill is planning to create a smaller layout in his new home. We always look forward to seeing what Bill will do next.



We also traveled to Waunakee to see Rusty Damm's Camas Prairie O scale layout. This layout is in year 20 of a 30-year project. Everything on this layout was beautifully done.



For November, we will be travelling to Sun Prairie to see Stan Michelstetter's layout "Milwaukee - Chicago". I have not seen this layout and am looking forward to this visit.

Thanks to Bill and Rusty for the great tours in October.

Phil

SCWD 2019-20 Video Contest Guidelines

Steve Lanphear

This year's SCWD video contest will be open for submitting entries on November 1, 2019.

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 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 Meeting.



Youth Group

Steve Brist

Bob McGeever continued his demonstration of hard shell scenery techniques at the October meeting of the SCWD Model Railroad Youth Group. This month Bob used plaster cloth sheets to cover the mesh framework he created at our last meeting. After the plaster sheets started to dry, he painted his scenery with a mixture of plaster of paris, brown paint and sand. Our members asked lots of questions, and expressed opinions about the shape of the hills Bob had created. Bob was able to explain that while railroad track needs to be level, the scenery should be rolling and not flat like the track. We also had an interesting side discussion about our members' favorite movies featuring trains.

We welcomed back SCWD member Paul Balfe, who was kept busy troubleshooting locomotives and rolling stock. We were glad that he was able to join us. One of the regular Youth Group volunteers, Jerry Lawler, spent some of his spare time repairing and gluing the buildings used on our layout. It was announced that Jerry is organizing a trip to layouts for an operating session. We also distributed kits for the annual model contest. We appreciate that the SCWD offers so much support to our group.



Our next regular meeting is Sunday November 17 at 1PM in the Zor Shrine basement. Bob will continue his clinic and we will talk about the kits for the model project. We hope to see you then. In the meantime, happy railroading!

Steve



AP Corner

Ken Hojnacki



At the October meeting, I had the pleasure of presenting NMRA Achievement Awards for Volunteer to Bob Stone and Bill Mitchell. Bob has been a long-time Company Store and Rail Show participant as well as being a layout host and helping with the G-gauge display at the Madison Children's Museum. Bill Mitchell has been our Scout point person for many years as well as a Rail Show stalwart. Congratulations again to both of them.



Boy Scout Counselor—1 plus 1 per merit badge qualifying scout

Clinic Presenter—First time goes toward Author certificate; subsequent, 1 unit per clinic

Rail Show Staff—1 unit for the First 3 hours, 1/2 unit for next 3 hours per day; maximum 4.5 units per show

So you can see how some regular activity can quickly total 60 Time Units. Most activities are listed for our Division and Region, although there are many more Region and of course, National, activities that qualify. You can find more specifics on the NMRA Achievement Program webpage. I have been tracking participation at the Rail Show with information from Bob and Paul but only go back a few years. If you can give me information on your participation, type and dates, I can add that to the spreadsheet I maintain and you can be recognized for the hard work you have done for the Division, the NMRA and the hobby.

Ken

So how do you earn a Volunteer Award? You have to complete 60 Time Units of volunteer service on the Division, Region or National Level. Now, those aren't "hours;" they are specific time increments set by National. Here is a breakdown of Time Units:

Division Superintendent—2 units per month

Division Officer—1 unit per month

Division Committee Chair—1 unit per month

Region Committee Chair—2 per month

Division Board Member—1/2 unit per month

Division Committee Member—1/2 unit per month

Region Committee Member—1 per month

Bad Order Editor—1 unit per month

Contest Judge—1 unit per event

Layout Host—3 units per day, maximum of 6 for

Regional or 3 for Division event

Module Display—3 units per day, maximum of 6 for

Regional or 3 for Division event



The Ice Car Cometh

The Evolution of the Reefer

By Jim Feldman

I predict you will be astonished at how recently refrigerated cars with modern mechanical cooling equipment went into service.

The first attempts at shipping perishables by rail took place about 1851 when the Northern Railroad (New York) deployed the “icebox on wheels” carrying butter and other perishables. It was of limited utility since it could be used only in cold weather.

It was the rise of the Chicago meat packing industry that provided the driving force behind the evolution of the reefer. Across the Great Plains, huge quantities of livestock were driven to railheads in Kansas City, Abilene, Dodge and other locations across the country then shipped into Chicago by rail. Many animals died, were injured, or just lost valuable weight on these drives and rail trips.

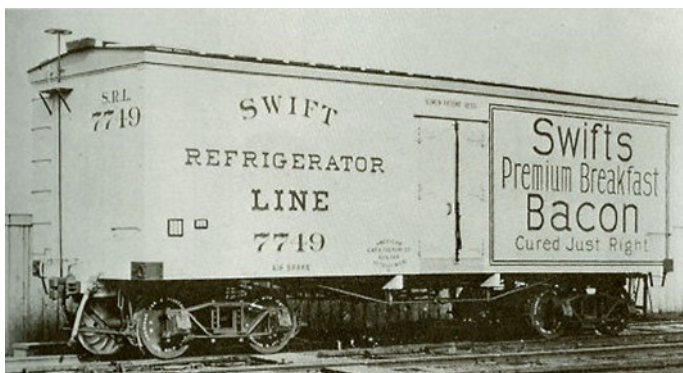
After the animal’s arrival in Chicago, they were slaughtered, and the meat was sold to local retailers, smoked or shipped in barrels of salt. There was no way to ship fresh meats to Eastern markets.

The first attempts by Chicago packers to remedy this horrible fact were made in 1857 in regular boxcars packed with ice. It was quickly clear that direct contact with ice discolored and spoiled the taste of the meat. The next try was boxcars with the doors removed, a method only useful in the winter and so unacceptably limited.

In 1868, Detroit inventor William Davis patented a car in which the meat was held in racks above bins of an ice salt mixture. The addition of salt to ice lowers its temperature. The resulting corrosive brine did terrible damage to the cars and railroad property for years. Several cars using this method were built and used by a Detroit meat packer, but derailments caused by the sloshing of the load on curves doomed the method.

Gustav Swift, the biggest meat packer in Chicago, hired an engineer, Andrew Chase to improve the design. Chase tightly insulated the car (using animal hair usually discarded in the slaughterhouse). He designed a ventilating system that routed the cold air from the salt ice mixture around the meat packed at the bottom of the car. This arrangement kept the center of gravity low and solving the swaying and derailing.

By 1878, Swift was successfully shipping fresh meat across the U. S. This spelled the end for cattle drives since slaughterhouses could be distributed to any place with reliable rail service.



Outside the Detroit plant of the American Car and Foundry Company (ACF). One of the first reefers built for the Swift Refrigerator Line in 1899

Now the story took an interesting turn. Swift, believing (correctly) that he had solved the problem of shipping fresh meat and produce offered the invention (which he now owned) to all the major railroads serving Chicago. They all declined. Their reasoning was that the shipping of live animals was extremely lucrative and was backed with enormous investments in rolling stock, pens and feedlots. They concluded that shipping fresh meat would jeopardize their long term profits.

In response, Swift did the kind of thing you can do if you're as rich and powerful as Gustav Swift. He bought his own railroad (the Grand Trunk Railroad 'GTR'). In the 1890s, he had the Peninsular Car Company build him a couple hundred cars and a year later was shipping an average of three thousand carcasses a week to Boston. The market was hugely profitable and ushered in the so-called "era of cheap beef." Swift opened the GTR to other packers.

Armour and the other meat packers quickly followed suit and by 1920 the GTR was running seven thousand ice cooled cars across the country.

The next developments in reefer technology came from the fruit growing industry. In 1875 a Georgia peach grower, Samuel Rumph invented a system of crates and railcar that allowed the shipment of fresh peaches nationwide.

In 1890 Edwin Tobias Earl, a California fruit grower developed a refrigerated car that allowed his Continental Fruit Express to ship fresh fruit to the east coast. He quickly became a multi-millionaire.

All these reefers depended on the use of ice (repacked every 250 miles), and the need for so much ice spawned a whole industry of manufacturing, harvesting and handling ice. The Pacific Fruit Express had an ice factory in Roseville California that produced 1200 tons a day. It was expensive, scattershot and labor intensive. Locally there were ice harvesting businesses on Lakes Wingra and Mendota in Madison.



Re-icing a reefer with 200 - 400 lb blocks harvested from Lake Michigan.

In 1941 an early type of air-conditioning came to the reefer when the Pacific Fruit Express Company developed an alternator-driven fan system (which was powered via the car's moving axle). This system pushed air in large quantities through the ice bunkers improving temperature regulation.

In 1948 the United Fresh Fruit and Vegetable Association (UFF&VA) listed what they considered the best features of ice refrigerator cars in 1948. The wish list included steel construction, plug doors and cushioned trucks.

Cars built to these specs appeared in 1951 but they were still cooled with ice. The last U. S. ice bunker cars were built and delivered in 1957.

Dry ice and liquid nitrogen were tried on an experimental basis in the 1960s but failed to gain traction.



One of the first mechanically cooled reefers, built for the Pacific Fruit Express Company, Roseville, CA; May 1953. It featured Carrier cooling equipment driven by an on board diesel. Retired in 1985. On display at the Pacific Southwest Railway Museum at La Mesa CA.

Shortly after World War II, the Pacific Fruit Growers Express Company which transported mostly southern citrus deployed a car using mechanical refrigeration equipment. Each car in the PFGE fleet used a gasoline engine onboard to run the coolers (built by the Carrier Company). As diesel electric locomotives replaced steam, the FGE redesigned their cars to utilize diesel powered cooling equipment. Mechanical cooling destroyed the ice industry but allowed the reefers to be larger (no more ice bins) and more profitable. The ice age was over.

Shortly afterwards, the size of the U. S. reefer fleet went into a long decline. The railroads eliminated uneconomical short haul and LCL traffic. An entirely unforeseen result was that the lightly regulated trucking industry got its nose under the tent. Combined with the unreliable freight service in the 1970s the fruit and vegetable growers abandoned the railroads in favor of trucks. By 2001 the U. S. reefer fleet had fallen to about 8000 cars, the lowest level since 1930. That number has rebounded as farmers and growers have regained confidence in freight service. There are now nearly 25,000 reefers in the U. S. fleet.

The last known iced reefer was retired in **1973** (I told you it was astonishing.)

Jim Feldman, SCWD Member

From the Bad Order Editor:

Thanks Jim for continuing to entertain and enlighten our Division with your research and articles!
Kathy Clancy

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Minutes SCWD Board Meeting

7:00 pm, September 9, 2019

Culver's at Todd Drive



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

Meeting called to order at 7:00 pm by Clancy.

Minutes:

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

Paymaster Reports:

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

Committee Reports:

Committee reports were reviewed.
We are still looking for new Chairs for Clinics, and Layout Tours.

There was a brief discussion about applying for Youth Group grant money from the Region. Funds are available for YG projects.

Old Business:

None.

New Business:

We have been told the Zor building will be put up for sale. We will probably need to find a new meeting site.

Agenda item for Oct meet: The Red Book and the Bylaws.

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

Minutes by acting Clerk McGeever.

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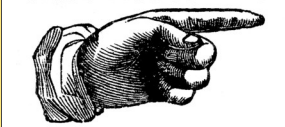
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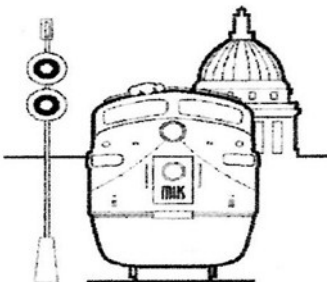
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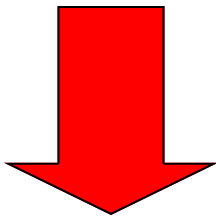
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* = Train Show Ticket advance sales

2019-20 Meeting Time Table

Regular Meeting

Nov 3, 2019
Dec 1, 2019
Jan 5, 2020
Feb 2, 2020

BOD

Nov 11, 2019
Dec 9, 2019
Jan 13, 2020
Feb 10, 2020

Youth Group

Nov 17, 2019
Dec 15, 2019
Rail School
Feb 16, 2020

Train Show

Nov 6, 2019
Dec 4, 2019
Jan 8, 2020
Feb 5, 2020

