

October 2022

www.nmra-scwd.org

Volume 54 No. 2

Super's Report

Phil Hottmann
Division Superintendent

We got off to a terrific start to our season. We had around fifty people join the meeting either in-person or through Zoom. We had plenty of obstacles to get the meeting started: three or four inches of rain, many road closures due to the Ironman Race, getting the audio to work due a locked door to the AV equipment, and to top it off we couldn't get the front door to lock when we left. We even had the police tell one of our members that he could not even get to the Senior Center because of the Ironman race. He ended up returning home to join the meeting on-line.

Despite all of this I think we had a great meeting. Thanks to Ken Hojnacki for our first clinic featuring Gordy Robinson as a guest speaker. It was great to hear him tell us that the membership of the organization has increased for the first time in thirty years. We even had two guests at the meeting that will become new members shortly. Thanks to Art Jennrich for bringing along one of his new neighbors.

It was interesting that Gordy (from Scotland) is modeling a Wisconsin railroad. It was also interesting that he is modeling his layout in the wintertime, which had a neat correlation with the proposed modeling Project this year. This will be a great opportunity to get featured on the NMRA association calendar as they like a winter scene for the December photo and often do not get a quality submission.

Next SCWD Meet

VERONA SENIOR CENTER (Map Page 10)

October 2, 2022

Next BOD Meeting:

October 10, 2022 at 7 PM

ZOOM Meeting



The second clinic featured Ken and Keith's adventures to the Nevada State Railroad Museum. This was their second presentation on this trip and surely indicated what a wonderful time they had. Again, we did have some issues with our AV equipment not being able to support some of the videos in this great presentation. We hope to resolve this by upgrading our current laptop.

After many years Webb is looking for a replacement to lead the Estate Planning/Company Store. We would like to find someone to start cross training this year. So please consider volunteering.

We are hoping that things go a little smoother at the October meet. I hope to see you all there!

Phil

Ken Hojnacki
improvising our
audio at
the
September Meeting



Layout Tours

Phil Hottmann Chair

There were a few challenges getting to the September layout tours. Despite the rain mentioned earlier and the road closures due to the Ironman, there were a number of traffic related issues. The West bound beltline was closed due to an accident and I-90 was completely closed due to another accident.

A fairly small number of people did make it out to see two very nice layouts. I appreciate both Bob and Kerry being willing to open their layouts. Bob has a very unique approach to his layout. Primarily designed for operation, it was very unusual to see a G-scale indoor layout. Kerry with a more traditional HO layout has a lot vignettes depicting various stories. It just goes to show the diversity in the hobby.



**Bob Boelter
Layout**



**Kerry Densen
Layout**

Next month we will be visiting the Tolley's. We'll have Rose's outdoor G-scale layout open and well as Donn's indoor HO layout.

I do have some openings for the rest of the season. If you haven't had your layout open or haven't had yours open for a while, please consider having a tour.

Phil

Clinic Column

By Ken Hojnacki

I hope everyone enjoyed our visit with NMRA President Gordy Robinson all the way from the Orkney Islands of Scotland. In addition to enlightening us on what's ahead for the NMRA, Gordy also



discussed his modeling of, initially, the Wisconsin & Southern and his transition to the new FOXY line in keeping with WATCO's purchase of several northern Wisconsin branches from Canadian National. Coincidentally, Gordy highlighted how he is creating very realistic snow scenes on this railroad, which tied in perfectly with the introduction of this year's modeling project (outlined elsewhere in this Bad Order). Many thanks also to Keith Thomsen for creating and presenting the major share of Part 2 of our visit to the Nevada State Railroad Museum and the Nevada Northern Railway. Can't wait to see where our next trip will go.

Gordy's PowerPoint, along with the videos from Nevada Northern that didn't run (a new Division laptop is on the way to resolve this problem), will be posted in the Clinic section of the SCWD website shortly. Watch for Steve Lanphear's email to let you know when they are available.

This month we have a doubleheader of live clinics by Fred Firkus. Fred will present his excellent clinic on using airbrushing, oil paints and chalks to weather railroad equipment, locomotives, rail cars and vehicles. Just what we need to make those shiny pieces look like they have been out in the weather like the real thing. Fred's second offering will be kitbashing model railroad vehicles for M.O.W. service. Fred will show his techniques for cutting, gluing, painting and weathering vehicles. There will be lots of great ideas in these clinics, whether you model an older period or modern day.

Ken

Contest Column

Dave Down, Chair

The next model/photography contest should be an easy one for everyone. The theme is box cars, and I'm willing to bet most of you have seen a box car, and you probably even have a model of a box car.

Box cars are one of the most common types of rail cars. There are many types, many sizes. Some of them are specialized in terms of their use or construction. The variety is almost endless. Our October contest will explore some of that variety. Here are the categories for the Box Car theme:

- Cat. A. Wood
- Cat. B. Outside braced
- Cat. C. Double door
- Cat. D. All door

Next month's contest (November) is Kit Built. The categories are:

- Cat A. Locomotives
- Cat B. Freight Cars
- Cat C. Passenger Car
- Cat. D. Non-revenue Car

The photo contest will be models only - no prototype photos.

September 11 Popular Vote Contest Results - Tourist Trains

Models

- Cat. A East - more than 2 states from the Mississippi
- 1st Don Swinton: Cass freight car



- 2nd Colton Meyer : Southern engine 4501



- 3rd Don Swinton: Cass caboose



Results continued next page

2022 - 2023 POPULAR VOTE MODEL AND PHOTOGRAPHY CONTEST THEMES

September: Tourist Train

- East. (More than 2 states from Mississippi)
- Central. (2 states on either side of Mississippi)
- West. (More than 2 states from Mississippi)
- Free lance (Model) Foreign (Photo)

October: Box Cars

- Wood
- Outside braced
- Double door
- All door

November: Kit built. (You bought it, you built it)

- Locomotive
 - Freight car
 - Passenger Car
 - Non-revenue
- (Photo contest will be models only, no prototype)

December: Reefers

- Ice
- Mechanical
- Cryogenic
- Milk

January: No contest. RAIL SCHOOL

February: Non-trackside building

- Commercial, retail, factory
- Residential (house, apt.)
- Farm
- Miscellaneous

March: Off-track vehicles

- Commercial trucks/vans
- Automobiles/pickups
- Agriculture
- RR maintenance trucks and equipment (non-rail)

April: No Contest. MODEL PROJECT

May: Bridges -Truss (deck or through)

- Girder (deck or through)
- Stone
- Concrete

Contest Results continued

Prototype Photo

Cat. PA East - more than 2 states from the Mississippi
1st Dave Down: Arcade and Attica RR (New York)

Cat. PB Central - within 2 states of the Mississippi
1st Dave Down: Cooperville and Marne RR (Michigan)

Cat. PC West - 2 states or more from the Mississippi
1st Jon Thayer-Hart: Grand Canyon RR #18 (Arizona).
2nd Jon Thayer-Hart: Grand Canyon RR #29 (Arizona)
3rd Dave Down. Heber Valley RR. (Utah).

Modeling Project

Mike Vivion

It has been decided that the 2022-2023 Modeling Project will be construction of a mini-diorama involving snow, i.e., artificial snow, not real snow. Sign up for the project will be at the October and November meetings. A deposit of \$10 will be required to participate in this year's project. The deposit will be refunded if the diorama is brought to the April, 2023, meeting of the SCWD for judgment by popular vote. If I am unable to attend the October meeting, Don Swinton will be handling sign-up for the project in my absence. Hope to see a lot of participants for this year's project.

Mike



VOLUNTEER NEEDED

After many years of service to the SCWD as Estate Planning Chair, Webb Winn would like to step down and train a new chair this season to take over.

If you can fulfill this role, please contact:

Webb Winn at wawinn@charter.net

or

Phil Hottmann at phil.hottmann@gmail.com

Thanks!



FROM the NMRA Please Keep in Touch



Please make sure the NMRA has your current contact information. You will not be able to access the full range of NMRA benefits unless we can reach you.

- Please visit [nmra.org/members](https://www.nmra.org/members)
- Use your email address and password to log in.
- If you have not yet registered, or forgot your password, there are buttons for that. Take a moment to easily correct any problems.
- Once logged in, click on Member Info (top right corner).
- Make sure your information is correct.
- If not, please go to:

[nmra.org/request-membership-info-changes](https://www.nmra.org/request-membership-info-changes)

to submit a request for changes to be made.

Thank you!

**Awards given out at the September Meeting
from the 2021-2022 Season**



**Rusty Dramm
Madison Mac, Don Herling Award**

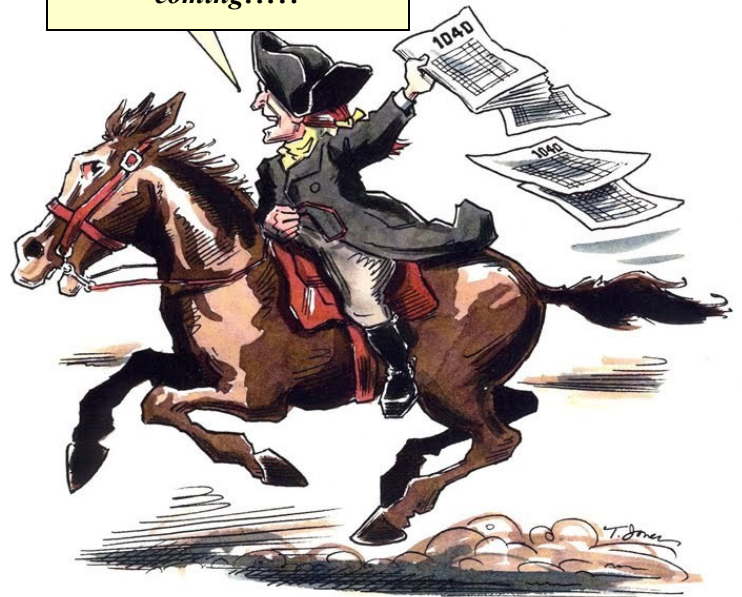


**Don Swinton
Modeler of the Year**



**Kathy Clancy
Bob Davis Award,
For the Volunteer Spirit**

*The Red Book is
coming!!!!*



The Red Book is coming.....

The Red Book is coming.....

The Electronic Red Book is coming.....

As promised, an update of the SCWD Electronic Red Book Membership Roster has been completed! All NMRA/SCWD members in good standing with their membership, will receive an email with a link to view the Red Book. Then you may download it and save the revised Electronic Red Book to your computer. Note, when you download it, it is best to download it to a place that you will remember and can easily access it.

For those members that do not see their name in it, it is because you did not “opt in” to be in the Red Book. If you now want to “opt in”, please email me and I will send you the form to fill out.

So, watch for your email, similar to the email you receive regarding the monthly Bad Order. I anticipate you will get your email sometime in mid-October.

For those of you that do not get an email, it is either because your NMRA membership has lapsed or that your email has changed or is incorrect with the NMRA.

Thanks,
Kathy Clancy
scwdkathy@aol.com

Coal In The Steam Era

By Steve Lanphear

Did you know that in **1929**, the US produced 535 million tons of bituminous coal. The ICC annual report says in 1929 US Class I steam locomotives consumed 113.9 million tons of bituminous, 1.6 million tons anthracite, 2.6 billion gallons fuel oil -- and 19499 cords of hard wood and 52815 cords of soft wood??

Roughly 23% of the bituminous coal was used by the Class I railroads in that year.

What??? I thought there was just coal, not different types...

What are the types of coal?

There are four major types (or “ranks”) of coal. **Rank refers to steps in a slow, natural process called “coalification,” during which buried plant matter changes into an ever denser, drier, more carbon-rich, and harder material.**

The four ranks are:

- **Anthracite:** The highest rank of coal. It is a hard, brittle, and black lustrous coal, often referred to as hard coal, containing a high percentage of fixed carbon and a low percentage of volatile matter.
- **Bituminous:** Bituminous coal is a middle rank coal between subbituminous and anthracite. Bituminous coal usually has a high heating (BTU) value and is used in electricity generation and steel making in the United States. Bituminous coal is blocky and appears shiny and smooth when you first see it, but look closer and you might see it has thin, alternating, shiny and dull layers.
- **Subbituminous:** Subbituminous coal is black in color and is mainly dull (not shiny). Subbituminous coal has low-to-moderate heating values and is mainly used in electricity generation.
- **Lignite:** Lignite coal, aka brown coal, is the lowest grade coal with the least concentration of carbon. Lignite has a low heating value and a high moisture content and is mainly used in electricity generation.

The precursor to coal is peat. Peat is a soft, organic material consisting of partly decayed plant and mineral matter. When peat is placed under high pressure and heat, it undergoes physical and chemical changes (coalification) to become coal.

COAL RANKS

Plant material --> Peat --> Lignite --> Subbituminous --> Bituminous --> Anthracite-->
-----Increasing heat and pressure ----->

As a general rule, the harder the coal, the higher its energy value and rank. The comparative ranking of four different types of coal from the densest in carbon and energy to the least dense is as follows:

Rank	Type of Coal	Calorific Value (MJ/kg)
#1	Anthracite	30 megajoules per kilogram
#2	Bituminous	18.8–29.3 megajoules per kilogram
#3	Sub-bituminous	8.3–25 megajoules per kilogram
#4	Lignite (brown coal)	5.5–14.3 megajoules per kilogram

History of Coal

Before the eighteenth century, Britain — and the rest of Europe — had produced coal, but only in a limited quantity. Coal pits were small, and half were opencast mines (just big holes in the surface). Their market was just the local area, and their businesses were localized, usually just the sideline of a larger estate.

During the period of the industrial revolution, as demand for coal soared thanks to iron and steam, as the technology to produce coal improved and the ability to move it increased, coal experienced a massive escalation. From 1700 to 1750 production increased by 50% and nearly another 100% by 1800. During the later years of the first revolution, as steam power really took a firm grip, this rate of increase soared to 500% by 1850.

The Demand for Coal

The rising demand for coal came from many sources. As the population increased, so did the domestic market, and people in town needed coal because they weren't near to forests for wood or charcoal. More and more industries used coal as it became cheaper and thus more cost-effective than other fuels, from iron production to simply bakeries. Shortly after 1800 towns began to be lit by coal powered gas lamps, and fifty-two towns had networks of these by 1823. During the period wood became more expensive and less practical than coal, leading to a switch. In addition, in the second half of the eighteenth-century, canals, and after this, railroads made it cheaper to move greater amounts of coal, opening up wider markets. In addition, the railroads were a source of major demand. Of course, coal had to be in a position to supply this demand.

Coal and Steam

Steam had an obvious impact on the coal industry in generating vast demand: steam engines needed coal. But there were direct effects on production, as Newcomen and Savery pioneered the use of steam engines in coal mines to pump water, lift produce and provide other support. Coal mining was able to use steam to go deeper than ever before, getting more coal out of its mines and increasing production. One key factor to these engines was they could be powered by poor quality coal, so mines could use their waste in it and sell their prime material. The two industries — coal and [steam](#) — were both vital for each other and grew symbiotically.

Coal and Iron

Darby was the first person to use coke – a form of processed coal – to smelt iron in 1709. This advance spread slowly, largely due to the cost of coal. Other developments in iron followed, and these also used coal. As the prices of this material fell, so iron became the major coal user, increasing demand for the substance vastly, and the two industries mutually stimulated each other. England pioneered iron tramways, which enabled coal to be moved more easily, whether in mines or on route to buyers. Iron was also needed for coal using and facilitating steam engines.

Coal and Transport

There are also close links between coal and transport, as the former needs a strong transport network able to move bulky goods. The roads in Britain before 1750 were very poor, and it was hard to move large, heavy goods. Ships were able to take coal from port to port, but this was still a limiting factor, and rivers were often of little use due to their natural flows. However, once transport improved during the industrial revolution, coal could reach greater markets and expand, and this came first in the form of canals, which could be purpose-built and move large quantities of heavy material. Canals halved the transport costs of coal compared to the packhorse.

Other canals soon followed, many built by coal mine owners. There were problems, as canals were slow, and iron trackways still had to be used in places.

Trevithick built the first moving steam engine in 1801, and one of his partners was a coal mine owner searching for cheaper and faster transport. Not only did this invention pull large quantities of coal quickly, but it also used it for fuel, for iron rails, and for building. As railways spread, so the coal industry was stimulated with railway coal use rising.

COAL-BURNING

Compared to coal, wood is a bulky, primitive fuel with a low calorific value. In the nineteenth century one ton of soft coal was considered equal to 13/4 cords of wood, or, roughly figuring wood at 3,000 pounds per cord, 2,000 pounds of coal equaled 5,250 pounds of wood.

The greater heating value of coal over wood was well understood by engineers at the beginning of the railroad era. Contrary to present erroneous beliefs that wood was the only fuel considered at the time, a surprising number of our first railways initially experimented with coal-burning locomotives, turning to wood only as a last resort. In 1828 the Delaware and Hudson planned to use coal-burning engines for two reasons: one, it was a coal carrier; two, the several locomotives imported for that service—the *Stourbridge Lion* among them— were copied from British colliery locomotives, which had always burned coal. The failure of this pioneering steam railroad venture was attributable to weak tracks rather than to the use of coal as fuel. The Baltimore and Ohio's first experimental locomotive, the Tom Thumb, burned anthracite successfully; the road then specified that all engines entering its 1831 locomotive contest must use the same fuel. In later years this road was a leader in the development and use of coal-burning locomotives.

The early attempts to introduce coal-burning locomotives were a failure. A small number of "coalers" continued to work, but, in general, early American roads were powered almost exclusively by wood-burners. The chief difficulty was an inability to burn coal. The blame for this falls directly on the type of coal available. Only **anthracite**, or as it was first known, "**stone coal**," was mined in this country before about 1840. It was a difficult fuel to burn, particularly in the small locomotive fireboxes of that time. In addition, it was a slow-burning fuel and was therefore particularly unsuited to the needs of the locomotive, where rapid combustion was essential for a rapid production of steam. Had soft coal been more commonly available in the 1830's, it is likely that successful coal-burners would have been developed many years earlier.

The high price and limited supply of coal in this period were other factors that discouraged an early introduction of coal burning locomotives. Coal cost from \$7.00 to \$10.00 per ton in the 1830's. The big mines were located in eastern and central Pennsylvania. Transportation costs considerably boosted the price per ton for roads outside this area. As other coal fields opened, particularly the Maryland, West Virginia, and southern Illinois deposits, railroads in these areas were encouraged to adopt coal. But few of these fields were in production before 1850; some were not in full operation until many years later. Anthracite fields, which had been commercially worked before any locomotives were employed in this country, did not achieve large production until after 1840. Only after that time did coal become an important American fuel. Industry, in general, was slow to adopt coal; thus, railroads were not alone in their slow acceptance of this fuel.

As production in the old fields grew, new fields opened, and railroads could reach the mines and offer cheap transportation; coal prices accordingly showed a steady decline as the nineteenth century passed. By the mid-1850's coal was down to about \$3.00 per ton, and in 1862 the Baltimore and Ohio was able to get coal at 75 cents a ton because of the many mines along its route. It was this decline in coal prices, rather than the dramatic increase in wood prices, that brought about the great conversion in locomotive fuel.

The railroads closest to and serving anthracite coal mining areas were basically:

Central Railroad of New Jersey
Delaware Lackawanna & Western Railroad
Lehigh Valley Railroad
Reading Company
Lehigh and New England
Lehigh and Hudson River Railroad

also to some extent:

Delaware & Hudson, New York, Ontario & Western, New York, Susquehanna & Western, Erie. For the anthracite mining areas of NE PA.

Most other coal was bituminous elsewhere in the country, some very few burned lignite, and some of course, oil.

The Baltimore and Ohio Railroad showed a strong interest in coal burning from its earliest years and was the only major American line to operate coal burning locomotives continuously in the last century. Before 1840 **anthracite** was imported from Pennsylvania at \$8.00 a ton. After the road reached the soft-coal fields of western Maryland in 1840, **bituminous coal** was adopted. In the next year, half of the road's power burned coal exclusively while a few engines burned a mixture of wood and coal.

The fuel question followed a similar pattern in the Midwest. The Chicago, Burlington and Quincy was one of the first midwestern railroads to convert. It acquired its first coal-burner in 1855 after reaching the southern Illinois coal fields. The next year, eleven coal engines were in service; in 1859 twenty-five were on the road. The conversion was accelerated by the purchase of coal mines so that by 1868 all of its engines were burning coal. The Illinois Central began experiments with coal-burning locomotives in 1855. At first, poor local coal dampened prospects for an early conversion, but, despite this difficulty, over half of the road's engines were coal-burners by 1861. Five years later only 5 of 151 engines were wood-burners. Not all railroads in this area found native coal satisfactory, and the Galena and Chicago Union's report of 1863, while admitting that wood prices were prohibitive, stated that coal was no ready solution.

The conversion of locomotive fuel from wood to coal may be summarized as follows: The early interest in coal-burning resulted in no substantial use; only a few coal-field lines regularly employed this fuel. By the 1850's a renewed and substantial interest in coal-burning was thwarted by the mistaken belief that revolutionary changes in

firebox design were necessary. It was quickly established that fireboxes of ordinary construction were capable of successful coal-burning, and by the late 1850's several important railroads had adopted coal. During the 1860's and 1870's coal was accepted as the best fuel for locomotives, and all major railroads began abandoning wood. By 1880 more than 90 per cent of railway fuel was coal.

By the 1930s, Class 1 steam engines would burn 44 tons of coal and use 2,880 gallons of water per hour.

Coke

Coking coal, also known as metallurgical coal, has low sulfur and phosphorus content and can withstand high heat. Coking coal is fed into ovens and subjected to oxygen-free pyrolysis, a process that heats the coal to approximately 1,100 degrees Celsius, melting it and driving off any volatile compounds and impurities to leave pure carbon. The hot, purified, liquefied carbon solidifies into lumps called "coke" that can be fed into a blast furnace along with iron ore and limestone to produce steel. While in England, the use of coke was being pushed due to the amount of smoke, soot and pollution produced by coal and wood, it never caught on in the US.

Note: The Big Boy locomotives of UP used **bituminous coal** from the UP owned mines in Wyoming. Here are some details :

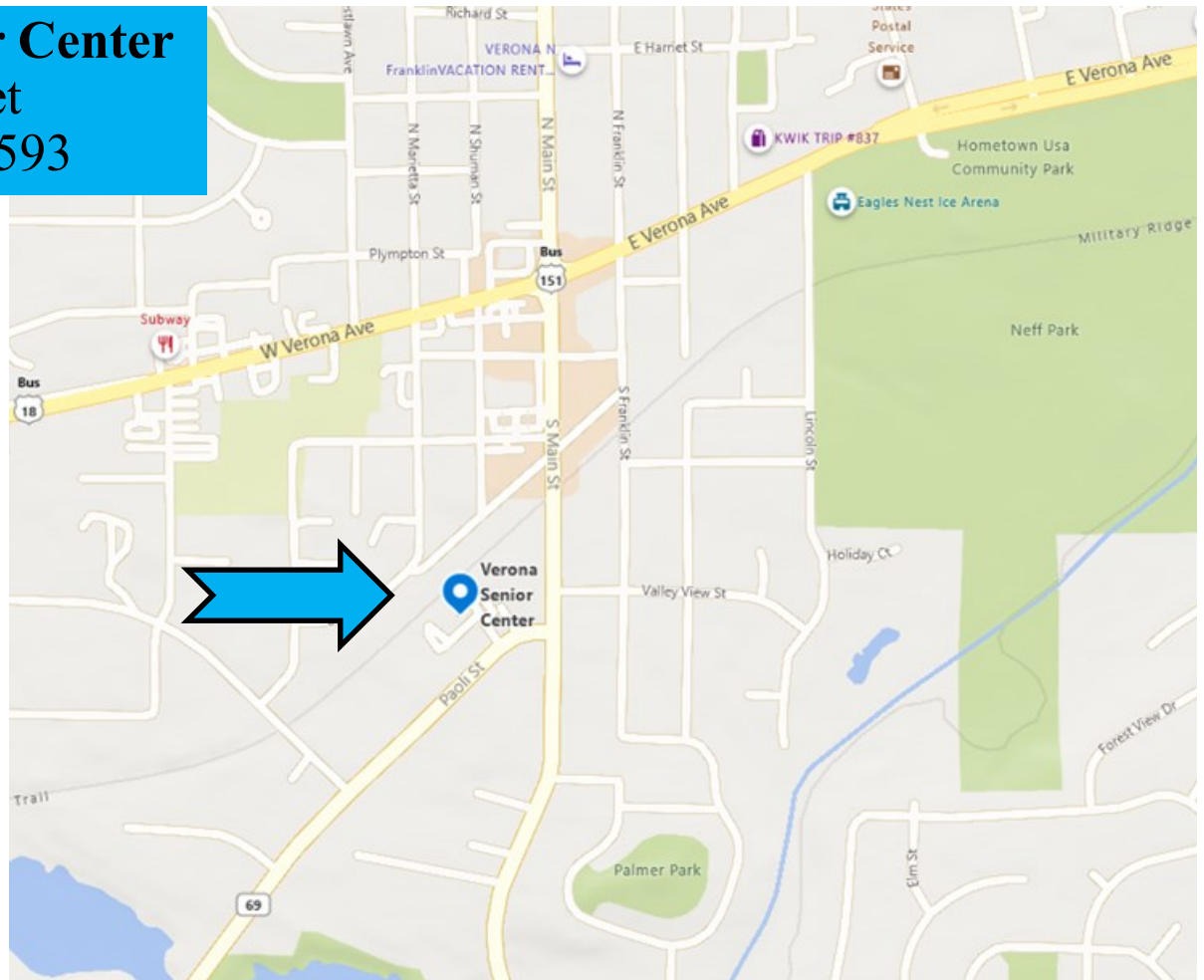
The centipede-style tender was supported by 14 wheels, each 42 in (1.07 m) tall. The first four wheels made up the leading truck, and the 10 trailing wheels were mounted directly to the tender. The tender originally carried 56,000 lb (25,401 kg) of coal in a front compartment. In the late 1940s, 10 in (254 mm) tall steel sideboards were added to the top of the coal compartment. The sideboards enabled an additional 8,000 lb (3,629 kg) of coal to be loaded, increasing the tender's capacity to 64,000 lb (29,030 kg). A rear compartment held 24,000 gallons (90,850 L) of water for the -1 class and 25,000 gallons (94,635 L) of water for the -2 class. At full steam, a Big Boy engine would consume the tender's coal and water supply in two hours, but a proper facility could replenish the coal and water in eight minutes.

Sources:

- **Classic Trains magazine**
- **Thought Co. website**
- **Locomotive Technology website**
- **History of American Steam Locomotives** by John White
- **Google search on the History of Coal**
- **USGS Survey**
- **Railroad Forums**
- **Old Machine Press**
- **Wikipedia**

Steve Lanphear, SCWD Member

Verona Senior Center
108 Paoli Street
Verona, WI 53593



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 2020, 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??

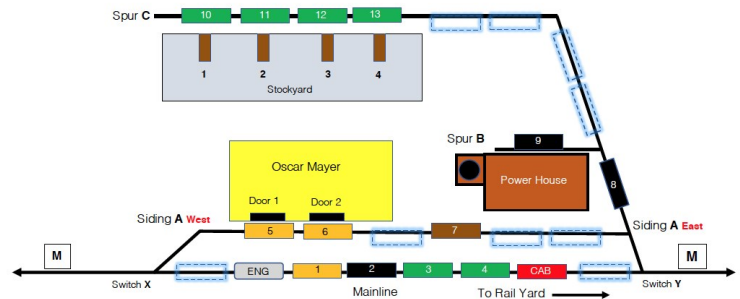
Join The 120+ SCWD members and members from other Midwest Regional Divisions who are participating in the SCWD listserv. You can expect 5 - 10 photos of railfan photos or model railroad photos or other items per week on average, as well as SCWD announcements, monthly Mystery Photo contests, Modelers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

OPS Puzzles



OPS Puzzles have arrived! We now have a section on the SCWD Website that has all 11 puzzles that we have published on the listserv, including the handouts and diagrams. You can start from the beginning, or pick and choose which puzzles you would like to try.

www.nmra-scwd.org/ops-puzzles.html

Steve Lanphear and the Puzzle Development Team.



NMRA NEWS



2023 National Convention



Welcome to the 2023 Texas Express

The NMRA International Convention
"Things are always bigger and better in Texas"

The 2023 National Convention is the [Texas Express](#), to be held August 20-26, 2023 in Grapevine, Texas in the greater Dallas-Fort Worth area. The venue is the [Gaylord Texan Resort and Convention Center](#):



Check the [convention website](#) for up-to-date information. Please note that the \$100 surcharge that was listed for those attendees who do not wish to stay at the Gaylord **was removed**. The surcharge was typically used in past Lone Star Region Conventions, and it was inadvertently added to the 2023 National Convention registration. We realize this caused some angst among members, and we do apologize.

If you need to contact any member of the Convention Committee, visit:
2023texasexpress.com/committee.html

The 2023 Texas Express Committee is looking forward to seeing y'all in Grapevine!

What Do You Think?

Christina Zambri
NMRA Marketing Dept. Manager

As members, your insights and opinions are very much welcomed. What is it about the NMRA that jumps out at you? Why did you join? Why did you renew? What benefits do you enjoy and what else would you like us to offer? What resources do you feel might be needed at the local level to help recruit and retain members?



If you have ideas, I'm certainly happy to hear them. Email me at marketing@nmra.org



Minutes SCWD Board Meeting 7:00 pm, 8 August 2022 via Zoom meeting



The meeting of the South Central Wisconsin Division Board of Directors was called to order at 7:33 pm by Superintendent Phil Hottmann. Phil Hottmann, Bob McGeever, Dr. Bill Clancy, John Kosobucki, Dave Down, Dave Dingman, Steve Preston, and Bill Mitchell were present. Special guest John Haverberg joined the meeting to present a summary of the July 16 Annual SCWD Picnic held at Little Amerricka in Marshall, Wisconsin. (Meeting start times may vary due to BOD members schedules.)

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 **RED BOOK**.

Picnic Summary - John Haverberg summarized efforts, planning, and problems with the July 17 picnic at Little Amerricka. Problems were encountered with the Hy-Vee catering group due to changes in Hy-Vee catering management, staffing, and missed items from the menu. John and Bob McGeever are in the process of applying for some funding from the National Model Railroad Association to support our "SCWD Member Retention Event". Overall, despite the problems with Hy-Vee, everyone seemed to enjoy the event. John indicated that he was willing to organize the picnic in July 2023.

Thank you, John, for all your efforts.

Minutes

Motion by McGeever, second by Dingman, to approve the minutes of the June 13, 2022, meeting. Motion carried.

Paymaster Report

Motion by Mitchell, second by Dingman, to approve the July Paymaster Report as written. Motion carried.
Motion by Mitchell, second by Dingman, to approve the June Paymaster Report as written. Motion carried.

Bob McGeever presented the high points of the first draft of the 2022 - 2023 SCWD budget. Bob may be revising some amounts for the budget approval.

Committee Reports

Achievement Program - nothing to report.

Advertising - Our **Bad Order** Editor, Kathy Clancy, is setting up the advertizing in the **Bad Order** newsletter for the coming year.

Bad Order - articles are due August 10 for the September newsletter.

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 as soon as possible to have them included in the next publication of the Bad Order to SCWDKATHY@AOL.com via email with attachments in a WORD formatted document.

Clinics - The President of the National Model Railroad Association, Gordon Robinson, may join our September membership meeting via ZOOM. Clinics are being lined up for our new season beginning at the September membership meeting.

Contests - Model and Photography - Dave Down and Tom Morrison are working on getting the information for the SCWD model and photography contests published on the SCWD website, www.nmra-scwd.org. The schedule will still be published in the **Bad Order**.

Modeling Project - The modeling project will be presented at the October membership meeting.

Door Prizes - 4 door prize certificates will be given out at each SCWD Monthly Membership Meeting or mailed to the ZOOM attendees.

Layout Tours - Phil Hottmann has 2 layout tours lined up for September. October layout tours are not yet finalized. Future layout tours are being scheduled.

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 - everything is current. There may be one or two more new members joining our organization.

The current SCWD membership list is sent to Steve Preston on a monthly basis. The email address of the SCWD members associated with the membership list is used for the Constant Contact electronic communications system. Each member is responsible for making sure that their email address is valid. If someone has problems renewing their NMRA-SCWD membership using the ON-LINE systems, please contact Steve Preston. His contact information is in the RED BOOK.

Publicity - nothing to report.

Rail School - January 8th, 2023 - When the contract for the Verona Senior Center is finalized, Dr. Clancy will be mapping out the dimensions of the floor space, number of tables needed, and location of electrical outlets for the possible demonstrations, exhibits, and hands-on activities.

Rail Show - February 19th and 20th, 2023 - Bob McGeever has sent out vendor, key exhibitor, and layout invitations for the initial preparations for the February show. He will be meeting with the Alliant Energy Exhibition Hall management team and the Madison Fire Marshall, if needed, to develop the floor plan. The event may use the Alliant Energy Center ticket windows instead of the SCWD ticket booths.

Clerk's Note - Check out the website for Train-Fest (<https://www.train-fest.com/>)

Train-Fest will be held on November 12-13, 2022 at Wisconsin State Fair Park in Milwaukee, Wisconsin.
The show will be open to the public from 9am to 5pm on both Saturday and Sunday.

Website - www.nmra-scd.org - The website will be modified to contain the model and photography contest information.

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:

Meeting Room Rental - Verona Senior Center - Phil Hottmann will be signing the contract for the 2022 - 2023 SCWD year. The dates have been "penciled in".

Youth Group - The top priority to get the youth group restarted is finding a facility to host the meeting and provide some storage space for the youth model railroad layout and equipment. Phil Hottmann will be investigating the **Noble Knights** facility in Fitchburg. The National Model Railroad Association has revised its "at risk" youth policy and associated "paper work" needed for a youth group.

Awards and Plaques - Progress is continuing on the production of the awards. These awards will be presented when the plaques are completed

By-Law Update - John Kosobucki provided a better "wording" to the **Don Herling "Madison Mac" Award** by-law amendment that was originally approved at the June 13 SCWD Board of Directors Meeting.

Amendment to SCWD Bylaws - Awards

9) Awards

D. Don Herling "Madison Mac" Award

1. The award is given only once to one or more members of the SCWD who have won a Model Achievement Certificate Award judged by the division, or at a regional or national NMRA event in the same year.
2. Presented by the Superintendent.
3. There are no restrictions on the awarding of the other Division awards to the modeler receiving this award.

A motion by McGeever, second by Kosobucki, to approve the Amendment to the Amendment to the SCWD Bylaws - Awards. Motion carried.

Because Microsoft Publisher software may not be accessible for all members of the SCWD, Kathy Clancy and Bob McGeever will convert the Microsoft Publisher electronic copy of the Bylaws that are published in the RED BOOK to a version of Microsoft Word for ease of maintenance.

New Business:

Awards Judging Sub-Committee - A discussion with Ken Hojnacki is needed to have him form an Awards Judging Sub-Committee of SCWD members with some awards experience.

Mazomanie Historical Society - Phil Hottmann forwarded some information from SCWD Member John Fisher about the new "**Mazomanie Railroad Ties**" exhibit. Phil will be investigating an opportunity for the SCWD to participate.
(www.mazomaniehistory.org for more information)

Sue Bunce's passing - Sue Bunce passed away on July 29, 2022.

From her published obituary: "Susan was self-employed and was a member of the Red Hat Society and South Central Wisconsin Division of the National Model Railroad Association. She was the owner of the business, *Railroad Relics*, and was a resource amongst the community for railroad enthusiasts, especially for the Milwaukee Road Historical Society and Fred Harvey."

Sue was one of the integral coordinators in the production of the annual SCWD "Madison Model Railroad Show and Sale" for many years.

Adjournment:

A motion was made by Kosobucki, second by McGeever, to adjourn the meeting. Motion carried. The meeting was adjourned at 8:40 pm.

Bill Mitchell - Clerk

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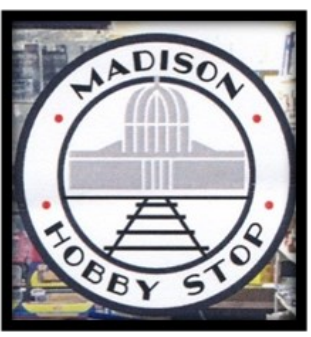
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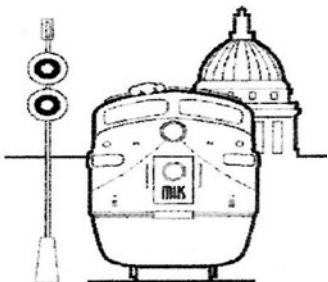
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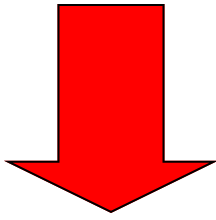
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* = Train Show Ticket advance sales

SCWD 2022-2023 Meeting Schedule

Regular Meeting

October 2, 2022
November 6, 2022
December 4, 2022
January 8, 2023 (Rail School)
February 5, 2023
March 5, 2023
April 2, 2023
May 7, 2023

BOD

October 10, 2022
November 14, 2022
December 12, 2022
January 9, 2023
February 13, 2023
March 13, 2023
April 10, 2023
May 8, 2023
June 12, 2023

August 14, 2023

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".