

July/August 2016

www.nmra-scwd.org

Volume 47 No.11

Super's Report

Bob McGeever
Division Superintendent

Once a year I like to list all the meetings we have planned for the next cycle of SCWD activities. It helps me fill out my calendar. I hope you also find it helpful.

The next event is our annual picnic on July 23 at Little Amerricka. Don't forget to send in your sign-up sheets so we will have food for you!

Our regular division meetings will be held at the Zor Shrine facility on the following dates:

September 11 2016
October 2 2016
November 6 2016
December 4 2016
February 5 2017
March 5 2017
April 2 2017

Our annual joint meeting with the Rock River Valley will be in Rockford on May 7 2017.

Our annual meeting of the membership and BOD elections will be part of our April 2 division meeting.

We hold our Rail School at the Zor Shrine facility on January 8 2017.

Our next banquet will be at the Zor Shrine facility on May 19 2017.

Next SCWD Meet:

September 11th 2016 1:00 pm
Zor Shrine Temple
575 Zor Shrine Place
Madison WI

Next BOD Meeting:

August 15th 2016 7:00 pm
Fitchburg Fire Station

Next Youth Group Meeting:

September 18th 1:00 pm
Zor Shrine Temple

The Youth Group meetings will be held at the Zor Shrine facility on the following dates:

September 18 2016
October 16 2016
November 20 2016
March 19 2017
April 23 2017
May 21 2017

The Youth Group will attend our Rail School and work their booth at the 2017 Train Show.

The 50th Annual Mad City Model Train Show will be on February 18 and 19 2017.

The Train Show committee will meet on the following dates at a location still to be determined:

September 7 2016
October 5 2016
November 2 2016
December 7 2016
January 4 2017
February 1 2017
March 1 2017

And, if you just don't have enough meetings in your life, you are invited to sit in on the Board of Directors meetings. They will be held at the Fitchburg Fire Station on the following dates:

- August 15 2016
- September 12 2016
- October 10 2016
- November 14 2016
- December 12 2016
- January 9 2017
- February 13 2017
- March 13 2017
- April 10 2017
- May 15 2017
- June 12 2017

The next Midwest Region Convention will be hosted by the Rock River Valley Division on April 28, 29 and 30 2017 at the Rockford Holiday Inn.

Save some dates for the SCWD and hope to see you at the picnic!

Bob

Layout Tours:

Phil Hottmann

I'm looking forward to a great upcoming year for layout tours. I do have some layouts targeted to be open next year, but I'm still looking for more.

Please contact me via email if you are interested in being open next season.

Phil

Modeling Project is a 51-foot flat car

Ewing Row

With the board of director's approval, the Modeling Project for 2016 -2017 is a 51-foot flat car. The kit you receive will be Styrene; note, however, from the photo, that the deck is wood. Wooden decking will be part of the kit. Trucks and couplers will be also. Participants will choose their own paint scheme and railroad and obtain appropriate decals.

The photo shows my, as yet, not completed car. I have added weight to my project with a brass strip so that it will be closer to NMRA weight standards than without

the added weight. The brass strip is sandwiched between two pieces of styrene. Participants will decide how much weight to add to their own projects. There will be enough Styrene. My car weighs 3.1 ounces without a load; a 50-foot car HO-scale should weigh 4.5 ounces to be up to NMRA suggested standards. Therefore, a load is in order for my car.

As you might be able to tell from the color I've chosen, this will be a Union Pacific flat, 51 feet long with a wooden deck 10-1/2 feet wide. I've added a brake kit to the underside, not visible in the picture. Modelers will decide whether or not they add brake detail. I stained the deck boards prior to application with Aleene's Clear Gel Tacky Glue.

There also will be N-scale kits available; I have not worked out all the details for a N-scale kit. But with the Youth Group having T-trak modules, N-scale kits are most appropriate.

When looking at the photo, please ignore the couple kissing and the long line at the women's out house.



Ewing

Thousands of negatives still need



your positive support.

So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

Which is why we still need your help. The more funds we receive, the more images we can make available.

If you haven't contributed to the Diamond Club, do it now:

Silver Level - Contribute \$75 and receive a silver 75th Anniversary commemorative pin and have your name listed in NMRA Magazine.

Gold Level - Contribute \$750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in NMRA Magazine.

Diamond Level - Contribute \$7,500 and receive a diamond-and-gold Anniversary pin, a golf shirt and sweater with the Anniversary logo and your embroidered name, a print of the NMRA's 75th Anniversary commemorative painting, and have your name and photo printed in NMRA Magazine.

Make a contribution that will make a difference for decades. Visit www.nmra.org/diamondclub or call HQ at 423-892-2846 to contribute.



Contest Column:

Dave Lendved and Steve Lanphear
Contest Co-Chairs

A hot summer day is a great time to think about the September photo/model contest theme: Reefers. The simplest example of a reefer is just an insulated boxcar with compartments for blocks of ice. Modern cars have refrigeration units powered by small motors or mechanically, from the turning wheels of the car when in motion. Billboard reefers were a colorful way to advertise until they were essentially banned by spoil sport bureaucrats at the Interstate Commerce Commission in 1937. Icing facilities were essential to the shipment of perishable food products by rail. The "Florida Orange Train" still runs with modern sixty foot refrigerated cars.

Categories for the contests are:

- A. Iced Reefers
- B. Refrigerated cars
- C. Billboard Reefers
- D. Icing Facilities

New SCWD Contest Guidelines for 2016-17 Meets

News from the Contest Front for 2016-17:

Steve Lanphear will be the new Photo Contest Chair
Dave Lendved will continue as Model Contest Chair
Together, they will be the new SCWD Contest Committee

Please email them any feedback, ideas or suggestions regarding the contests at:

splanphear@frontier.com or
davidlendved@gmail.com

We would like to encourage all members and monthly meet participants to take photos while on vacations or railfan trips as well as model railroad photos at train shows, layout tours, and conventions. We hope to see entries into both the Photo Contest and Model Contest by at least 10 different people each month. Increasing the participation in both contests this year is our goal.

Who can enter? – Any Division member or guest NMRA member at our monthly meets, September thru May

Photo Contest- You may enter any photo that you took

at any railfan or model event, or of your own layout. This includes cameras, cell phones or electronic devices. It also includes any screen captures of any live event (such as the Rochelle webcam), but not captures from Internet videos. Photos must relate to the monthly theme posted in the Bad Order. Model photos can be from your layout or anyone else's layout that you visited, as long as you took the photo.

Model Contest- Model entries must be ones that you own or have modified or constructed.

New Contest Guidelines this year:

Photo Contest

Entries should be either 4"x 6" or 5" x 7" in size in B&W or Color, larger photos will not be considered entries, but can be shown as "Display Photos"
There will be 4 categories for Prototype Photos and 4 categories for Model Photos. You may enter up to 3 photos in each category. Please try to limit your total entries each month to 12 photos.

New points awarded this year in each category:

6 pts for First Place

4 pts for Second Place

2 pts for Third Place

1 pt for entering a category with no place awarded to you

Each entry must be logged in on the appropriate category sheet, with the entry number placed on a photo tag that goes on or next to the photo.

Everyone who voted likes to see which photos received awards, and some would like to ask questions of the photographers, so if at all possible, at the end of the meet, please return to the contest area to see if anyone has questions about your photos before retrieving your entries.

Please vote for the best photo in each of the 8 categories.

Points will be tabulated and awards distributed by the end of each meet. Points from each contest will be accumulated with the winner for the year awarded "Photographer of the Year" at the Spring Banquet. [note: you have to be an NMRA member to receive that award]

Model Contest

You can enter more than one model in each of the 4 categories

Points are awarded the same as in the photo contest

What's coming this year??:

With more and more electronic devices being used by our members and guests to take videos of rail and model events, we are going to try to organize a video clip contest.

This first year we will leave it an open category – “Favorite Rail Video” with Prototype and Model Categories.

Guidelines:

The entry must be a maximum of 2 minutes in length
Video editing done by the author(e.g. with MovieMaker or iMovie)

Must be in MP4, MOV or AVI format (in order to be displayed on our Division laptop)

Entry must be made on a USB or jump drive (will be returned after the contest)

Multiple entries can be made on the same drive

Entry forms will include info on the file name and description of each entry

No titles on the video clips

Judging will be by popular vote:

Either showing all entries as a clinic in the spring (showing video A, video B, etc.

Or possibly viewing and voting on our SCWD website if we can work out a suitable way to do it.

Steve and Dave

SCWD Railfan Trip to Rochelle and Galesburg, Illinois

John Haverberg

2016 Spring Railfan Trip Coordinator



Friday, May 20, 2016 twenty SCWD members and guests left the Zor Shrine parking lot by tour bus at 8 am for a two day railfanning trip to Rochelle and Galesburg, Illinois. At Rochelle we stopped for about two hours at the Rochelle Railroad Park where the BNSF and UP railroads cross on a double diamond. Turned out that UP was doing major maintenance right at the

viewing area on the track nearest the viewing shelter. They had a rail MOW truck on the rails doing welding and then workers grinding the rails. Three UP trains did go through on the outside track – there was NO traffic on the BNSF tracks. The maintenance crew finished up and got off the tracks and just as I called our group to go back to the bus a fourth UP train went through on the repaired track. New signals are being installed on all four legs of the diamond and the old signal bridges are planned to be removed in the next couple of weeks. No definite word why BNSF trains were absent. After lunch at Culvers, we proceeded to Galesburg checking in at our motel at 3 pm. We left around 3:30 pm for Peck Park for more railfanning and had better luck there seeing five freight trains and the California Zepher in about 1 ¼ hours. The owner of the house next to Peck Park was there with his brothers and invited everyone to view the trains from his deck. Our folks had a great time talking trains with them! We then returned to our motel and had dinner at local restaurants.

Saturday we had a decent motel breakfast and checked out by 9:30 am. Jim Clayton and Dick Stine (both BNSF retired employees and members of the Galesburg Railroad Museum Board) arrived – Jim went ahead to the BNSF diesel shop while Dick rode our bus, directed the bus driver and gave us a lot of information about the BNSF history and operations in Galesburg. The Foreman at the BNSF diesel maintenance and repair shops conducted our tour with the assistance of Jim and Dick and everyone got a BNSF cap! We spent about an hour there taking pictures and getting our questions answered. Then we boarded our bus, stopped on the CTH 10 bridge over the yard for a photo opt and then went to the hump tower. The group was divided into three groups to go up to the operations center. First two groups got to see a train being humped. They were done by the time the third group went up (only the three pusher engines were left) but there was good explanation of how things functioned. Dick guided the bus back into Galesburg directly to the Cherry Street Brewery where we had a separate buffet waiting for us. We left for the Galesburg Railroad Museum and had guided tours of their outside equipment plus time to view the displays inside the Museum. As a bonus, there were plenty of BNSF trains traveling the tracks along side the Museum for additional rail fanning. We left for the trip back to Madison about 3 pm and arrived at the Zor Shrine parking lot at 6:50 pm.

Kathy Clancy brought donuts for everyone on Friday morning and cold bottled water was available on the bus both days. I played several different train videos

on the long parts of the bus trips which attendees also enjoyed. Weather cooperated and there were plenty of opportunities for picture taking even though there could have been more trains at Rochelle. Attendees said they had a good trip.

Here are some of the photos from the trip. There are more posted in the e-edition of the Bad Order.

John



Midwest Region News

NMRA National Convention 2016:



July 2016, The Midwest Region's Central Indiana Division (CID) will be hosting the Highball to Indy Convention July 3rd thru July 10th. For those of you who have never been to a national convention in the past, this one is shaping up to be a wonderful week as usual. There is always plenty to do at these events with clinic presentations at the hotel all day, every day and the amount of great layout tours are plentiful. A fantastic list of prototype tours is also scheduled as well.

There are many non-rail activities including Project Linus where attendees can make quilts that are donated to children's hospitals for younger patients.

National conventions are a great way of celebrating our hobby and enjoying the fellowship with a large gathering of our members. This is a highlight for me as the fellowship when NMRA members get together is great. Relaxing over beverages and meals and catching up on all the things that have gone on in each others lives since the last time we were together.

I'll take a lot of pictures for the Bad Order.

For more information on the National convention please visit the NMRA web site at www.NMRA.org.

Other things happening:

The Michiana Division of the MWR will host their **Education and Training Conference** at the University of Notre Dame in Notre Dame Indiana on Sept. 30 – Oct. 1st. The Michiana Division holds these events every year and they are well worth attending. This year's theme is "Modeling like a PROTOTYPE". Go to their Web Site www.michiana-nmra.org for all the information.

I will be there at this conference as Superintendent Bob Blake and the Michiana Division have invited your

MWR Board of Directors to hold their fall board meeting once again at their tech conference.

Thanks for the invite Bob

A little further down the road we have another event happening next year in our region. The Rock River Valley Division will be hosting the

**Rock River Valley Golden Rail
Midwest Region Convention 2017
Rockford, Illinois**

The convention hotel is the Rockford Holiday Inn and the dates are April 28, 29, and 30, 2017. Hotel rates are \$99 / night. There are a lot of activities getting solidified so watch for more details as they are released in up coming Way Bills or on the RRVD Web site www.rrvd-nmra.com

Regional conventions are a bit more pocket book friendly than major conventions and are usually closer to home. At this particular convention the RRVD will be celebrating 50th anniversary so come on in and help celebrate this occasion.

See you By The Rails

Paul Mangan
President
Midwest Region

The George Pullman Story

Jim Feldman
Guest Contributor

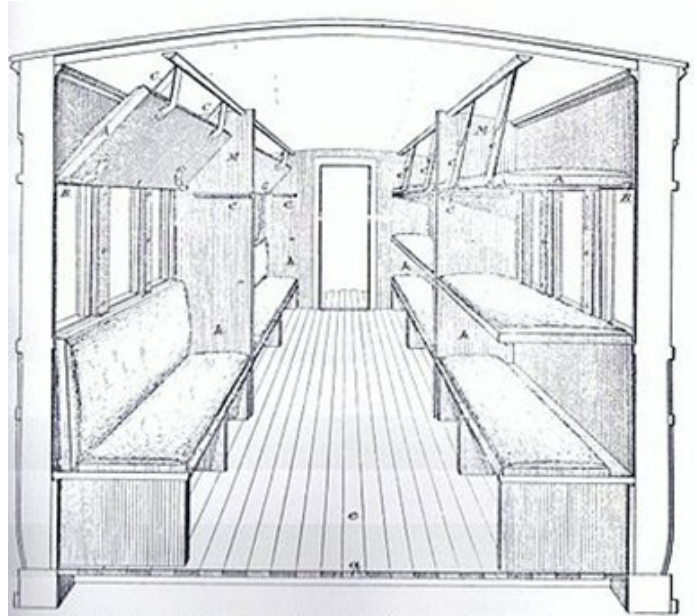


George Pullman was born into modest circumstances in Brocton, New York in 1831. Through ingenuity, luck and marketing skill he rose to the heights of American fortune and society. He lent his name and fortune to a utopian scheme that in the beginning brought him praise, acclamation and fame but ended in scandal, bloodshed and disgrace.

As a young man, George worked for his father along the Erie Canal raising houses above the flood line. At age twenty- five, he moved to Chicago where the city had just undertaken a huge project to rebuild the municipal sewer system. Pullman immediately formed a company

to raise buildings as required for the new system. His triumph was the raising of the six story Tremont Hotel at the corner of Lake and Dearborn six feet without disturbing or evacuating the residents.

An extremely uncomfortable train ride, on a (then) state of the art passenger car in New York State convinced Pullman that a vast market for comfortable clean passenger cars existed. The car he rode was probably a Carlisle on the Cumberland Valley line.



The Cumberland Valley Carlisle

Pullman used his share of the money from the building raising business to begin designing a luxury rail car in 1864 and completed the first Pullman Palace car that year. He had much experience of compact and efficient sleeping arrangements from his experiences with canal boats on the Erie Canal.

His first models were the Springfield and the Pioneer.



The Pullman Pioneer

In 1865 when President Lincoln was killed, the Pullman Pioneer was chosen to transport Lincoln's body from Washington D. C. to Springfield Illinois. A second Pullman was attached to the train to transport dignitaries. The entire route was lined with hundreds of thousands of spectators, all of who got a good look at Pullman's work. Orders and investment funds (some from Andrew Carnegie) poured into the Pullman company. The orders quickly outstripped Pullman's factories in Detroit and other Midwestern cities.



The Lincoln funeral car

Purchasers of Pullman cars got a staff of porters, cooks and menials, all of whom were employees of the Pullman Company. Pullman made a specific policy of hiring ex-slaves, particularly house servants. He quickly became the largest employer of African Americans in the country. They eventually, much later, formed the first all black labor union in the country (the Brother-

hood of Sleeping Car Porters-1925). This practice is widely credited with contributing to the creation of the first black middle class, and for the later organized efforts for civil rights.

In 1880, Pullman bought four thousand acres of land south of Chicago and built an entirely new factory. In an effort to avoid the labor unrest that was plaguing the rest of the country, he also built a utopian worker's town, 'Pullman City'. It provided worker housing, shopping, theatres, parks, churches, schools, and libraries. The Pullman Company owned the whole town, and charged rent for the housing. There was no freedom of speech, of religion, no independent newspaper, and worker's leases could be terminated on ten days' notice. The company's authority was complete and dictatorial. No evidence has been found to support the common belief that Pullman employees were paid in company scrip.

Continued on Page 8.....



BOB BOELTER'S O SCALE GREAT WESTERN RAILROAD HAS MOVED TO STONEFIELD



The model railroad has been donated to the Wisconsin Historic Site in Cassville to be rebuilt in one of the village's buildings (see stonefieldhistoricsite.org). Funds have to be raised for the reconstruction. Contributions can be made to Stonefield Historic Site, 12195 County Highway V V, Cassville, WI 53806 and identified for "Stonefield Model Railroad". If you'd like to help in other ways contact Bob at bboelter1@gmail.com



Visit gwrr.org for layout pictures and more information

The George Pullman Story

.....continued



Worker housing in Pullman City



City arcade and Public Square in Pullman City. Militiamen are cordoning off the building. What remains of Pullman City is now a national historical site

After the business downturn of 1893, which saw Pullman sales plummet, the company fired about a quarter of the work force, requiring them to leave Pullman City, and reduced wages on those remaining by about thirty percent, with no corresponding reduction in rent or price of goods. It was a sore point that Pullman continued to pay dividends to stockholders during this period. Other complaints were the high cost of utilities, the lack of personal freedom and economic independence in Pullman City.

The Pullman workers were not yet unionized but discussed a wildcat (a labor action without support or authorization from union leadership) strike. When word of labor discontent got out of Pullman City, labor organizer Eugene V. Debs sent representative of his American Railway Union (ARU). He quickly signed up

a large number of Pullman's employees. Pullman refused to recognize or negotiate with the union which called for a strike in May of 1894. This strike showed no signs of success and Debs resorted to stronger measures, calling for a national ARU boycott of all trains carrying a Pullman car.

The ARU's adoption of this boycott in June of 1894, idled most rail functions west of Detroit as 125,000 railroad workers walked off the job rather than handle Pullman cars. Debs had called for a labor action without violence or damage to the railroads but he could not contain the pent up anger of the workers and switch yards were burn to the ground and hundreds of rail cars destroyed.

As freight went unmoved and passengers could not travel, public opinion moved against the strikers. Additionally, more violence cropped up with sabotage of railroad equipment and attacks against strikebreakers. There began to be public calls for government intervention in the strike.

President Grover Cleveland and his attorney general ordered the strike ended and the workers back on the job. Debs and the union ignore these rulings and Cleveland sent federal troops to enforce it. The principal justification for federal interference was that the strike interfered with the United States Mail. Debs had hoped that the shutdown of the railroads would prevent troops from being dispatched against the strikers. Strikebreakers and federal employees provided enough railroad workers to deliver the troops.

The arrival of troops escalated the violence, looting and arson. An estimated thirty people died in the violence in Chicago and possibly another forty elsewhere. Property damage was estimated at 80 million dollars.

By July 1894 the strike had collapsed, Debs was jailed and imprisoned for six months on charges of obstructing the mail and defying a court order.

Pullman was blamed and excoriated by a governmental investigation into the strike. He died three years later at the age of 66.

The Pullman Company survived well into the 20th century in various forms and ownerships. They delivered their last passenger car (to Union Pacific) in April of 1956. Pullman ceased corporate operations in January of 1969. Its carcass was picked over by lawsuits until the mid-1980s.

Jim Feldman, SCWD Member



From the Traingirl

This past month, I really did feel like a “Traingirl”! Going on the Spring Railfan trip to Rochelle and Galesburg was so much fun.

It was my first time Railfanning and I learned so much about trains and the hobby you love.

John Haverberg did such a fantastic job organizing the trip, I think he has that position secured for the next 20 or so years, thank you John. He brought along train videos for the bus ride and I found out that really, they are not so bad! Usually when I see one put in our DVD player at home, I take my leave to go do anything but watch the video. John you changed that, they really are quite interesting and entertaining especially when bouncing along on a bus with fellow railfans.

Secondly, when someone with an Illinois accent states “the Hoosier is coming”, don’t ask too many of your fellow railfans “what is a Hoosier?” as you will never, ever hear the end of their hoots! For the record, that is what that guy said, but I did go back and verify with him. He looked at me like I had a track loose somewhere and had to repeat himself no less than 3 times; I finally heard “the Pusher is coming”.

Our great BNSF tour guide on the bus Dick Stine was wonderful explaining everything and I have to admit until I saw with my own eyes, I did not understand the concept of hump the train. I found the following sign in the Galesburg Museum and I was discussing with Bill why this particular word was chosen and you can imagine the explanation I got from Bill, something about girl trains/boy trains. Jim Feldman overheard us and he said it provided great entertainment value for him!



Speaking of Jim Feldman, he has contributed a fantastic story about Mr. Pullman in this month’s Bad Order. I wasn’t able to get the entire article in the print Bad Order, so it’s continued in the e-edition. For those that don’t have a computer, I apologize and will bring some print copies of that portion to our September meeting so you can finish your reading.

I do have an ulterior motive for printing Jim’s article this way. I’m trying to get an idea how many of you go to the e-edition to read the Bad Order. I know there are a few that prefer the print copy, that’s ok, but I think a

good portion just don’t bother to look as they might think that it is exactly the same as the print copy. I realized this when I asked one of our members, “what did you think of the June e-edition of the Bad Order, did you see all the great pictures I took at the banquet and other neat stuff?” His reply “I can’t find it on the website, it’s the same one as the print copy”.

A light bulb went off in my head! Maybe he is not alone in his thinking and I need to get the word out. The e-edition of the Bad Order is exactly the same from Page 1 to about Page 11, except that all the photos are in color. But from then on, it is all new stuff and it’s worth a look.

In case you’re one of those that has gone to the website and looked at the Bad Order and thought, it’s the same, it’s not exactly and wanted you to know. So next time Traingirl asks you “did you see the e-edition of the Bad Order this month?” you can stop shuffling your feet and tell her “yes”.

See you in September,

Kathy Clancy
Editor
scwdkathy@aol.com

For more SCWD and NMRA news and information go on-line to our web site at www.nmra-scwd.org and visit the **Bad Order on our web**




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Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NMRA's Kalmbach Memorial Library has over 50 DVDs of clinics presented at national conventions from 2002 to 2010. All available to NMRA members for the cost of postage.

So you can see clinics on everything from decoders to design, tools to techniques, helixes to highways, and research to resin casting.

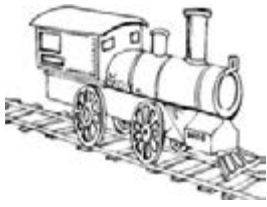
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Visit www.nmra.org and go to the Kalmbach Memorial Library page for a complete listing.



We make it even more fun.
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4 2 3 - 8 9 2 - 2 8 4 6

Then, get that popcorn ready.



SCWD 2016 Summer Picnic sign-up:



The 2016 SCWD summer picnic will be held on **Saturday, July 23rd** at Little Amerricka in Marshall WI.

From L.A. web site: Whiskey River Railway Day - July 23rd, 2016

Multiple trains will be running for our guests. All of our steam locomotives will be steamed up for operation at the park train station that day. Different locomotives will be switched around to pull our trains throughout the day, this includes steam and diesel. This will be a rare opportunity for the public to see all of our locomotives.

The Park opens at noon and closes at 6 pm. We have arranged a picnic to be catered around 1 pm and we will again have the Blue Rose Pavilion to enjoy the food and fellowship. Entrance to the park is free as is the lunch to all SCWD members and guests. Viewing of the railway equipment is also free. To ride the train around the 2 mile loop the costs is \$4.50. A wrist band can be purchased to allow you to ride all of the attractions. Wrist bands can also be purchased on line ahead of time at a substantial savings at: www.littleamerricka.com.

You MUST sign up for this event so we know how much to tell the caterer to prepare. If you haven't already signed up at our regular SCWD meetings, please fill out the form below and mail to John Haverberg by July 16th:

----- Cut Here -----

SCWD Annual Picnic

Saturday July 23rd, 2016

Little Amerricka Park

Lunch at 1:00 pm.

Members and Guests Names

If more than 4, then add to a separate piece of paper and send it along with your reservation

Address: _____
City: _____ WI Zip _____

Send your reservation to:

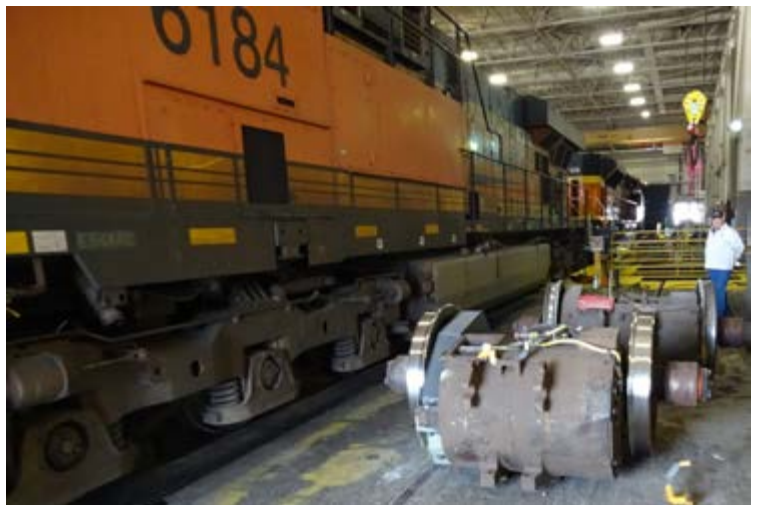
John Haverberg
4797 Delmara Rd.
Middleton, WI 53562

More photos from SCWD Spring

Railfan trip

(Photos taken by Dr. Bill Clancy)







Thanks to
Engineer Clancy
for all the great photos!





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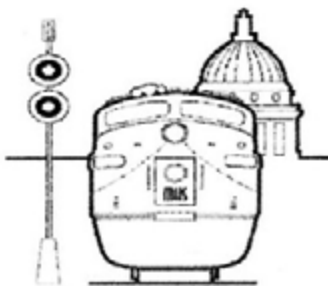
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We are now located in our new building at the corner of Roundhouse Court and Lynn Street in the historic Baraboo rail corridor. Stop in for a tour, browse through our extensive library and archives, view our large collections of 1000's of C&NW, CStPM&O, CMS&P&P, CRRR, ICRR and other line's structural, locomotive and rail car detail drawings and photos from 100 years of railway history! Phone 608-356-5555 or email us at lakestatesarchive@gmail.com for our hours of operation and additional information.

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PLEASE PATRONIZE OUR AREA HOBBY STORES

The Hobby Depot – 835 17th Street – Monroe WI

Madison Hobby Stop – 6622 Mineral Point Rd (inside Clock Tower) – Madison WI *

2016 - 2017 Meeting Time Table

Regular Meeting

Sept 11th 2016
Oct 2nd 2016

BOD

Aug 15th 2016
Sept 12th 2016
Oct 10th 2016

Youth Group

Sept 18th 2016
Oct 16th 2016

Picnic

July 23rd 2016

Train Show

Sept 7th 2016
Oct 5th 2016