

September 2016

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

Volume 48 No. 1

## Super's Report

Bob McGeever  
Division Superintendent

Starting Over on a Layout.

Those of you who were able to visit my layout after our March meeting may remember that I had to have the layout open that month because by our April meeting it would no longer exist. We were planning to add on to the house. My wife would get a new kitchen and master bedroom suite and I would get twice as much basement. But my existing work shop and layout would have to come down to make space for the project. Drat.

Three weeks after the open house, this is what my layout looked like:



Tearing down a layout can be a learning experience.

I learned that the use of box frames and foam insulation decking yields a lot of salvaged building materials for the next layout and makes demolition pretty

### Next SCWD Meet:

September 11<sup>th</sup> 2016 1:00 pm  
Zor Shrine Temple  
575 Zor Shrine Place  
Madison WI

**Clinics:** Page 4

**Model & Photo Contests:** Electric

### Next BOD Meeting:

September 12<sup>th</sup> 2016 7:00 pm  
Fitchburg Fire Station

### Next Youth Group Meeting:

September 18<sup>th</sup> 1:00 pm  
Zor Shrine Temple

simple. Scenery made of plaster gauze over foam board ribs results in a very compressible pile of waste materials. Almost no power tools are needed to tear down the scenery. A sharp knife will do most of the job.

I learned that my wiring got better as I moved from one end of the layout to the other. Proving again that there is no substitute for practice.

I learned that in some areas I needed multiple tries on some of the scenery. Peeling away the top layer revealed a forgotten lower layer that just didn't work right. Model railroading meets archaeology.

I learned that if you plan for it, it really is possible to salvage almost all the track, structures and trees from your layout. I have six boxes of newspaper wrapped trees ready to be planted on the new layout!

I learned (again) that a layout can be torn down much faster than it can be built.

I learned starting a new layout is still fun. Track planning, bench work, wiring and track laying are things that, if you do it right the first time, you only get to do for a short time in the lifecycle of your layout. Starting a new layout is a chance dive into these tasks. There will come a time when all the track is down, the trains are running, and I will be back to working on scenery, structures, and detailing the rolling stock. Not that I don't enjoy scenery, structures, and rolling stock, but it is fun to be working on the more basic parts of the hobby again.

And I relearned that the cosmos has a very active sense of humor. When I was building my old workshop, I remember at one point standing back, taking a look at it and thinking that it was going to be a real bear to tear down. But that was not my problem because it was going to stay with the house when we retired and sold it.

Plans changed. We didn't sell it. So I had to tear down the workshop. I was right, it was a real bear. My new workshop is built so that I will not need a "Saws All" to take it apart.

Hope to see you at our September meeting to kick off another year of SCWD activity.

Bob

## **SCWD Board vote is "flat"**

Ewing Row  
Model Project Chair

Flat car that is. The modeling project for 2016-2017 is a flat car pretty much built from scratch. The kit will provide all the Styrene needed to complete the project. However, participants may choose to make the 50-foot flat out of wood. Adult entrants will provide their own trucks and couplers. However, N-scale kits will have both provided.

The Youth Group also will construct flat cars, but their kits will have pre-cut Styrene. All youth entrants may build either HO- or N-scale flat car depending on whether they plan on running their projects on the T-Trak modules or new HO layout that should be available for viewing at the October SCWD meet, maybe September.

Kits will come with a complete set of rules, instructions, scale drawings of the project and pictures of the prototype. In addition, later in the project year, possibly March 2017 when flat cars should be near completion, a special clinic will allow participants, as well as those

not having kits, to fashion a flat car load. All anyone must do for the clinic is to bring a flat car, any length, any brand.

Again, prizes will be \$75, \$50 and \$25 gift certificates at the Madison Hobby Stop for adult and youth popular vote winners. Sign-up will be at the September and October SCWD Sunday meets. Entrants will pay \$10 per kit (\$5 for youth) and get the entry fee back when their completed projects are displayed at the April 2017 SCWD meet.

Ewing

## **Contest Column**

Dave Lendved and Steve Lanphear  
Contest Co-Chairs

The theme for the October Model and Photo contest is "Electric". Almost all our model trains are electric trains. One hundred years ago, many model trains were propelled by steam: real miniature steam engines! Steam preceded electric in the real world too. At first, railroads saw overwhelming advantages of electric "motors" and railcars. The costs of stringing catenary across thousands of miles of rail line in addition to investing in new locomotives and infrastructure led American roads to scale back their plans.

Electrification took place where needed or required by government. Cities with smoke abatement laws, underground lines, mountains and tunnels were logical places for electrification. Also, around the turn of the century, trolleys and interurbans grew rapidly in response to explosive growth of cities. Today, the advantages of electrification are especially evident in passenger service, predominately high speed rail and "light" rail.

Contest Categories are:

- A. Trolleys and Railcars
- B. Freight Motors
- C. Passenger Motors
- D. Modern High Speed Rail

## **New SCWD Contest Guidelines for 2016-17 Meets**

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:  
[splanphar@frontier.com](mailto:splanphar@frontier.com) or [davidlendved@gmail.com](mailto: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.

Dave and Steve

## AP Corner

Ken Hojnacki  
AP Chair



Whether you're building the flat car for this year's model project (see page 2) or just want a load for a flat car you already have, we will have a Make and Take just for you at the March meeting. Based on an article in an old Model Railroader magazine, we will build a removable load of telephone poles. Once a very common sight on the rails, telephone and telegraph poles came in many lengths depending on their use. Flat cars and gondolas were both used for these shipments and were held secure by relatively simple bracing. For this project, we will use a flat car.

You will need to bring your own flat car with open stake pockets, a Xacto knife or razor blade and perhaps a few of your other favorite tools to cut and sand wood strips used to form the bracing. Then you will load the pre-stained poles and add the binder ties across the top of the stakes. This is a simple project but does require some careful cutting and fitting but no painting. If you haven't worked with wood before, this is a simple project to start with.

Because I will need time to make all the poles, you will need to sign up by the October meeting. The length and type of pole will be determined by your flat car length. I recommend a 50-52' car if you have it. You will need to tell me the length of the flat car you will use, your scale and whether you are modeling a pre-1960 era or later (the binder ties in earlier times were steel cable; later years used metal banding).

Here is the load I built as an example of a 52' car with a 45' pole load.



Sign up at the September or October meetings or send me an email at my address in the Red Book.

Ken

## The Clinic Corner

Fred (Rob) Robinson  
Clinics Chair

Schedule to be posted at a later date

## Layout Tours

Phil Hottmann

We have two layouts that will be open for the September meet. They are both located on Sun Valley Parkway near Belleville. Paul Mangan with his outdoor Cat Mountain Railroad and Gary Giss with his HO scale 11' by 15' regional layout. This will be the first time visiting Gary's layout. He states he enjoys model building and that his layout is a convenient place for them.



Gary Giss Layout

I also need to fill railroad tours for the rest of the season. If anyone is interested in showing their layout, please contact me.

Phil

## Youth Group

Steve Brist

The SCWD Youth Group will resume monthly meetings with its first meeting of the season on Sunday, September 18<sup>th</sup>, at the Zor Shrine Facility, 575 Zor Shrine Place, on Madison's west side, behind REI. Our first meeting will be devoted to planning our activities for the upcoming year. We already have some clinics lined up that will be interesting and educational for our members. This will also be our first chance to learn about this year's modeling contest, building a 51 foot flatcar model.

This past July we made a special trip to the "Whiskey River Railroad" at Little Amerricka as part of the SCWD picnic. Our group arrived early in the morning at the roundhouse and found four live 15 inch gauge steam engines being prepared to pull trains. We talked to the crews and got a close look at how a steam locomotive works. We checked out the turn table, visited the inside of the roundhouse and saw locomotives under construction and repair in the railroad shops. The

crews were very friendly and we were all on our best behavior. As of press time for the Bad Order, we are still looking forward to a visit to the Mid-Continent Railway Museum on August 20. We also had a chance to visit the Silver Creek and Stephenson Railway over Labor Day weekend.

Remember to bring your N scale T Trak module to our September meeting. Also you are again encouraged to bring your own HO and N scale equipment to operate on our club layouts. I look forward to seeing you on September 18<sup>th</sup>! Happy Railroading!

Steve



Photos by Sean Lamb



Photo by Steve Brist

Adult members of the SCWD are hard at work on building an HO scale layout for our club. We are very excited about the prospect of seeing and operating this new layout, which will also be used at the February Train Show.

## SCWD Picnic

John Haverberg



120 members and guests had been signed up to attend the 2016 picnic at Little Amerricka on July 23, 2016. Although heat and threatening thunder storms kept the numbers down, we still had a good turnout. Of course, the rain hit pretty hard shortly after noon and the Park actually closed down. Attendees did get to see four of the steam engines run before they were returned to the sheds and a good picnic lunch was served during the storm in the Blue Rose Pavilion by Hy-Vee Catering which most folks seem to enjoy.



Thank YOU John for a great picnic!



Jason Martin racing in the rain!



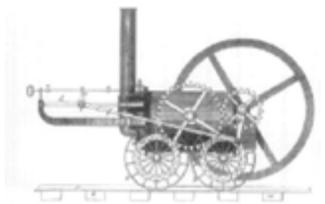
# The Rainhill Trials

Jim Feldman  
Guest Contributor

At the time of the Rainhill Trials, October 1829, no one on earth, not a king, not the richest man in the world could travel faster than a fast horse. That was about to change suddenly and radically.

The Rainhill Trials was a contest sponsored by the new Liverpool and Manchester railroad, which had decided to use steam power on their new passenger line instead of horses like all the other lines of the day. The Trials, held in Lancashire in the northwest of England, had well defined rules and the winner was to provide locomotives for the line. There was also a prize of £500, a substantial amount of financing in 1830.

Steam locomotives already existed. Richard Trevithick’s Pennydarren, a seven ton behemoth, was regularly crushing its own rails in 1804. It demonstrated the practicality of adhesion between a wheel and a smooth rail. It pulled ten tons of freight ten miles in 4 hours (2.5 MPH).



William Hedley’s two cylinder walking-beam “Puffing Billy” (1813) weighed 8 tons and had a top speed of 5MPH. It is preserved in the London Science Museum.

The Rainhill sponsors intended their new line to be mainly a passenger line rather than freight. As a result, they emphasized comfort and reliability. The rules restricted the weight of the locomotive: six wheelers to six tons and four wheelers to 4.5 tons. The load assigned to each entry was three times the weight of the locomotive. These rules reflected the concern regarding damage to the rails and roadbed. Another rule was roughly environmental. The locomotive was required to “eat its own smoke”. This rule essentially required coke as a fuel, since coal or wood were too smoky. The Trials distance, ten 3.5 mile runs required dependability.

The entries had to travel a total of 35 miles (the distance from Manchester to Liverpool) divided into ten trips averaging at least eight MPH.

There were five entries that met the initial requirements:

The Cycloped was powered by a horse walking on a treadmill



The Novelty was an 0-2-0 single vertical cylinder tank engine designed and built in a mere seven weeks before the Trials



Perseverance used a problematic chain drive from a single cylinder to a pair of drive wheels



The Sans Pareil, a two vertical cylinder 0-4-0 four ton loco that burned coal in violation of the rules. It is preserved in Shildon Railway Museum



The Stephenson Rocket is a 0-2-2 four ton loco that incorporated all the improvements George and Robert Stephenson gleaned from his experience and competitors. It is preserved in the London Science Museum. [Full Disclosure: my wife Mary is a descendant of George and Robert Stephenson]



### The Trials

The Trials were attended by thousands of spectators who came to witness the contemporary equivalent of space travel. Two or three entrants ran per day. Spectators argued, wagered, rooted for and chased after favored entries. A Member of Parliament, William Huskisson, was killed after being struck by the Rocket, becoming the world's first railway casualty.



**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](http://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](mailto:bboelter1@gmail.com)



Visit [gwrr.org](http://gwrr.org) for layout pictures and more information

> Cycloped was the first to fail when the horse broke through the floor of the locomotive. No horse drawn tramway was every built again in England.

> Perseverance failed to reach the required 10 MPH and was withdrawn.

> San Pareil completed eight of the ten trips before cracking a cylinder. It was also judged 300 pounds over the weight limit.

> Novelty, a clear crowd favorite (probably because of its diminutive size) reached the speed of 28 MPH before damaging its boiler too severely to continue.

> George Stephenson and his son Robert, designers of the Rocket, had seen that the rules favored a light, fast locomotive. Their entry burned coke, was designed for reliability (it was the only entrant to complete the whole trial) and had inclined cylinders from the standard (and simpler) vertical to minimize the pounding on the rails. This feature also prevented the characteristic nausea inducing rocking and swaying motion typical of vertical cylinder designs.

The boiler was an innovative multi-tube design and included a blast pipe to improve efficiency. The decision to drive only two wheels eliminated the weight and complexity of coupling rods. The engine directly drove a pair of steel-rimmed wooden wheels. It averaged 12 MPH for the entire trial and reached a top speed of 30 MPH hauling a 13-ton load. The Rocket was not equipped with brakes but could be stopped by reversing steam. Stephenson saw that the trial track had enough runout to allow him to stop this way, saving the weight and complexity of a braking system.

Stephenson was not a genius innovator, but consolidated all the improvements of the day and saw and corrected the flaws of his competitors. The Rocket was very specifically tailored to the rules of the Trial. He won the cash prize and an order from the Liverpool and Manchester Railroad. The Rocket and its successors (Northumbrian and Planet designs) modified for production (including brakes), powered the L&MRR for decades.

The years following the Rainhill Trials saw an explosion of innovation and improvements that would define railroading for a hundred years. After the Trials, anyone with the price of a ticket could travel twice the speed of a fast horse in relative comfort and safety.

*Jim Feldman, SCWD Member*



## *From the Traingirl*

I wanted to share something about Amtrak that I learned this summer.

Bill and I were in Colorado Springs for a medical meeting, followed by a trip on the Southwest Chief to Santa Fe to see family. Since Traingirl's #1 priority when traveling is when she will be fed, I decided to call Amtrak to make sure I was going to get lunch on the train. I then inquired, "how do we handle our luggage, (the first leg is by Greyhound bus), will you transfer it from the bus to the train?" The reply was not what I was expecting "we do not ALLOW checked bags on either the bus or the train, only carry-ons". Apparently you can only check luggage at certain stations, not ALL stations, something good to know when traveling with golf clubs and 2 large suitcases!

Kathy Clancy  
Editor  
[scwdkathy@aol.com](mailto:scwdkathy@aol.com)



For more SCWD and NMRA news and information go on-line to our web site at [www.nmra-scwd.org](http://www.nmra-scwd.org) and visit the **Bad Order on our web**



## Midwest Region News

"Hot town summer in the city" or "summertime and the living is easy". It didn't seem to matter on the first week in July as the Central Indiana Division conducted the Highball to Indy 2016 NMRA National Convention. The weather was not a factor at all as attendees and hosts alike had a great time at this major event.

Each year the NMRA National Conventions bring modelers from all over the world together to celebrate this hobby of ours. This year the CID made sure this celebration was as good as any other convention if not better. Clinics were running all day every day and presented by some of the best clinicians from the Midwest Region and around the world. A full schedule of layout tours was on tap so we could all see the talents of the area modelers. The prototype tours usually sell out fast and this was true here as they filled up early. My personal highlight was a tour of the Indiana Railroad engine repair facility. This was a very informative and educational tour as we got to see the latest in diesel technology from Cummins with its tier 4 engines.

One of the biggest non-rail events was in the Project Linus room. In this room the people who can do quilting get to work and make some fantastic pieces. After these quilts are made they are then donated to local hospitals and given to children who are patients. I first seen this at the Seattle convention and it has had increased participation every year. Thanks to Penny Studley for organizing this event.

The National Train Show is always big and at the top of the to-do list for a lot of modelers. A whole host of vendors and manufacturers were on site. Part of being registered at the convention is the ability to get admission to the show before it opened to the public.

Highball to Indy was on target with all of these items but the best part of all is reconnecting with people that you have met over the years of attending. Some great friendships have grown from these conventions.

Thanks to Steve Studley, convention chair, Keith Clark, Superintendent and the entire Central Indiana Division for hosting this year's National Convention. Next year the NMRA will convene for the Orange Blossom Special 2017 in Orlando Fla. Start making plans early so you don't miss out on any of the good that is offered at the convention.

Our next Midwest Region Board of Directors meeting will be at Notre Dame's Morris Inn at Notre Dame IN. on Sunday October 2<sup>nd</sup> at 10:30 am local time. This will be after the Michiana Division's Education and Training conference and Workshops that is being held on Sept. 30 and Oct. 1<sup>st</sup>. Thanks go to Bob Blake, Michiana Division Superintendent for offering to host our board meeting.

**The Education and Training Conference** that is held each year is a gathering of modelers who enjoy learning and improving their skills from the best clinic presenters available. Did you ever wonder how they did that? Here is the place to find out how they did that. Go to their web page at [www.michiana-nmra.org](http://www.michiana-nmra.org) for information about the training and all about the Michiana Division.

The new modeling season will be starting up soon and with that many local and national events will be taking place. Almost every division has an event during the season which in my way of looking at it spans from September 1<sup>st</sup> to June 1<sup>st</sup> so please support your local shows and of course you can take it to another level by volunteering to help out with these events. Being the

volunteer coordinator for the Mad City Model Railroad Show and Sale I really appreciate volunteers and all the work they do. When you see volunteers at these shows give them a high five and say thanks. Without volunteers the shows can't survive. The time spent volunteering can also be counted toward the A.P. Association Volunteer Certificate.

The Region elections will be here soon and this is the year for electing a new President and Vice-President along with some directors at large. I want to thank all of you who volunteered to let your name stand for election.

See You by the Rails

*Paul Mangan*

President  
Midwest Region / NMRA

Meeting up with old friends on a Santa Fe Club Car



Former cecx SD 90Mac receives the Cummins Tier 4 Diesel Motor and is renumbered #1919



MOW scene on Tom Cain's Layout





**Board Members Present:** Bill Clancy, David Lendved, Mike Vivion, Phil Berry, Phil Hottman and Bob McGeever.

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

**Minutes:**

Minutes of the May meeting were not available.

**Paymaster Reports:**

Paymaster reports for April and May were reviewed. Motion by Clancy, second by Vivion to approve as presented. Motion carried unanimously.

**Committee Reports:**

**Model and Photo Contests:**

Updated rules for the model and photo contests were reviewed. Motion by Clancy, second by Vivion to approve as presented. Motion carried unanimously. The proposed video contest was supported by the BOD in concept with details to be worked out.

**Old Business:**

**Spring Trip:**

The BOD members who went on the trip gave a brief report on a very successful trip.

**New Business:**

None presented

Motion by Clancy, second by Vivion to adjourn the meeting. Motion carried unanimously.

Minutes by acting Clerk McGeever.



**A few words from the NMRA President**

**The Youngster Challenge:**

I occasionally hear that the NMRA seems unresponsive and does not change quickly. The reality is that we do

tend to be slow to change or adapt and seem almost paralyzed at times. The NMRA has never been fast moving nor does it embrace change quickly. Sometimes that can be good as it prevents over-reacting to flash-in-the-pan events but bad if it prevents us from adjusting to major shifts in demographics.

For example, what is our ability to adapt, change and appeal to younger generations? This issue poses challenges that can be difficult to meet. Part of the problem lies in the comfortable nature of doing what has historically worked well although there is ample evidence it no longer is effective. Holding "meets" and convening the same clique of now-seniors doing the same thing year after year may appeal to those in the clique or in their age group, but not to those outside the NMRA or in younger generations.

Here is the dilemma that is not easily resolved. As a member-driven hobby organization, to whom do we owe loyalty? Do we owe loyalty to our existing members who are quite happy with our current programs and approach? Or do we owe loyalty to those younger nonmembers who represent our future and expect major changes in how we operate? For unlike previous generations, the newest generations seem not interested in the NMRA as presently structured and formulated. That is not the opinion of me as a senior citizen; it is the opinion, as I interpret it, of almost all of the studies and articles done on the newest generations.

And this is not youngster bashing!! Far from it; the younger generations are our future. Also, not all of the younger generations are the same. Gen X/Y differ from Millennials but much of what we currently offer is of limited interest to some in those generations. So, we must discuss what we offer those younger generations realistically.

Just recently, I saw a story about a fraternal organization facing the same challenges as we do. That story related that younger generations did not want to join that fraternal organization, which they perceived a bunch of irrelevant older folks with whom they could not relate. Now think of your last Regional or Divisional meet/event. Same folks?

So what are we to do to reach out to them? Based on the studies, which we have reviewed, in many ways we know what changes must be made to our organization to make it appeal to a broader mass of those younger generations. First, the NMRA must substantially reduce its cost of membership. In fact, free would be ideal. Secondly, we must offer exclusive features and content

appealing to those generations. Third, we must emphasize the hobby in ways that are very different than we are used to in practicing the hobby, especially in technical areas. It goes without saying that going digital is a must. The result would be a major change to the structure and function of the NMRA.

Some urge us to change to meet the expectations of those younger generations. But in so doing, we could alienate and lose a significant number of existing members. That is the dilemma. Do we make the changes we know would work and appeal to younger generations at the expense of alienating and losing a substantial percentage of existing members? That is the problem we face. I think it merits a heartfelt and soul-searching discussion by all of us.

Not that we are without tools within the present structure. The NMRA is the proper organization to encourage and train beginners to our hobby. We decided we have a role to play in this area but also decided not to compete with Kalmbach or WGH, organizations doing a wonderful job of both attracting and educating beginners. Another possible approach is the Maker Faires that have become increasingly popular with younger generations. Maker Faires are events where a range of technical fields is demonstrated often with hands-on examples for audience participation.. I think the NMRA must become more involved in Maker Faires and sponsor a program allowing us to participate in those Faires on an organized basis.

A proposal with great merit is to establish a mentoring program for interested youngsters. Of course, a mentor program can be a most effective way to get younger members to into our organization. But it is also an approach that must be carefully structured in an era of paranoia about older adults interacting with youngsters. One approach, as done in other parts of the world, is to pair a mentor with a close relative of the youngster to ensure the mentoring is done within family boundaries. Some regions have taken this approach and have successfully mentored youngsters. Finally, we could start a new parallel digital organization affiliated with the NMRA that meets the needs of the younger generations. However, are we the right group to do so and why wouldn't someone of that generation start their own group if there were really a need for one?

We all agree that we need to do as much as we can without losing existing members, to reach out to the younger generations and I believe we can do so. Your help and ideas are crucial to this process, so please share them with us.

Well, those are my thoughts; what are yours?

[Charlie](#)

### 2016 - 2017 Meeting Time Table

<b>Regular Meeting</b>	<b>BOD</b>	<b>Youth Group</b>	<b>Train Show Committee</b>
Sept 11 <sup>th</sup> 2016	Sept 12 <sup>th</sup> 2016	Sept 18 <sup>th</sup> 2016	Sept 7 <sup>th</sup> 2016
Oct 2 <sup>nd</sup> 2016	Oct 10 <sup>th</sup> 2016	Oct 16 <sup>th</sup> 2016	Oct 5 <sup>th</sup> 2016
Nov 6 <sup>th</sup> 2016	Nov 14 <sup>th</sup> 2016	Nov 20 <sup>th</sup> 2016	Nov 2 <sup>nd</sup> 2016

### PLEASE PATRONIZE OUR AREA HOBBY STORES

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

\* = Train Show Ticket advance sales



# **MADISON HOBBY STOP**

6622 Mineral Point Road, Madison, WI 53705

Ph: 608-829-3820 • Fax: 608-829-3852 • [www.madisonhobbystop.com](http://www.madisonhobbystop.com)

**Hours: Monday – Friday (10 am – 8 pm) and Saturday (10 am – 5 pm)**

Model Railroading • Plastic Model Kits • Rockets & Accessories • Pine Car • Paints • Tools &

## **ANNIVERSARY SALE**

### **September 12th-17th**

*Thank you to all my customers for your business and support the last 12 years!*

*I look forward to serving you for future years to come!*

**With summer coming to an end, railroad season is here again**

**Stop in and get your supplies now**

**Shelves are full of inventory**

**Athearn blue box kits available now**

**Preorders are 25% off regular price except**

**Walthers Proto which is 20% off**

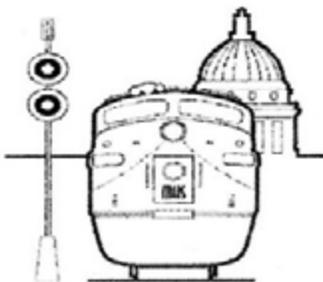
**New/old consignment coming in weekly, stop in for best selection**

**Remember, most model railroad items are 20% off**

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