

January 2017

www.nmra-scwd.org

Volume 48 No. 5



Super's Report

Bob McGeever
Division Superintendent

I have developed the impression that the SCWD is one of the really active divisions in the NMRA. We rely on our members to pitch in as time and talents allow. You may have heard me say that the SCWD is an all-volunteer organization, it really is. Which means that every so often I have talk about the need for more volunteers; this column is one of those times.

We have a number of positions that need to be filled for our 2017-2018 season. In no particular order they are:

Clinics Chair

Fred Robinson is in his final season as the Clinics Chair. While he was under the weather, Bob Wundrock and Steve Lanphear have been filling in for him. You all know how important this position is to the division. You will have support from Fred and several other past Clinics Chairs while you are getting the hang of this position.

Next SCWD Meet:

January 8th 1:00 pm Rail School
Zor Shrine Temple
575 Zor Shrine Place
Madison WI

Clinics: No Clinics because of Rail School

Model & Photo Contests: Page 3

Next BOD Meeting:

January 9th 2016 7:00 pm
Fitchburg Fire Station

Next Youth Group Meeting:

January 8^h 2016 1:00 pm Rail School
Zor Shrine Temple

Model Project Chair

Ewing Row has announced that this is final season as the Model Project Chair. This position gets to work with the regular members and the Youth Group members every year. For the last few years Ewing has conducted a hands-on clinic for the Youth Group on how to build the project. Like the Clinics Chair, we have several past Model Project Chairs who can support you while you are getting started.

Train Show Volunteer Coordinator

Paul Mangan has announced that this is his last season as the Train Show Volunteer Coordinator. I believe this time he really means it. Last season was to be his last but then we lost Art to Florida so he hung in there for one more show. He will be happy (maybe even over joyed) to train his replacement.

Refreshments Chair

Donn Tolley has announced that this is his last season as the Refreshments Co-Chair. I wouldn't be surprised if Ken Reigle is also getting close to hanging it up. Both of them will help you get the hang of it.

The following positions are currently vacant. It would be very helpful if we could fill them.

AV Chair

You will work with the Clinics Chair to prep the meeting hall for the clinics. We are in real good shape for equipment and can afford to get more as we need it. We keep all the equipment except the division laptop at the Zor facility. This works much better than the old facility where we had to haul it all in and out for each meeting. Training can be provided.

Banquet Chair

You will handle the non-awards activity needed to hold the annual banquet. We plan to hold it at the Zor facility for the foreseeable future. We will use one of the catering firms they have contracts with. So you would not have to set up the banquet from scratch on annual basis. Training can be provided.

Hope to see you at the January Rail School,

Bob

AP Corner

Ken Hojnacki
AP Chair



Santa came a little early for some members at the December meeting. Many SCWD members give a lot of their time and talents to make our enjoyment of the hobby the great thing it is. That is why the NMRA Achievement Program recognizes those folks who volunteer and become officials at the Division, Region and National level with the Association Volunteer and Association Official Achievement Award, two of the easiest awards to earn toward Master Model Railroader status.

Association Volunteer certificates were presented to the following who earned 60 time units in NMRA activities: Larry Enlow (Membership Chair and Rail Show); Charlie Karpelenia (Chief Clerk, Company Store Chair and Rail Show); Phil Berry (Paymaster); Ken Reigle (Refreshment Co-Chair and Rail Show); Donn Tolley (Refreshment Co-chair, Clinician, Layout Host and Rail Show); and Mike Vivion (Superintendent, Director and chair of the Midwest Region Nominating Committee).



Keith Thomsen was honored with the Association Official Award for his service as Midwest Region Treasurer.



And the first Master Builder award since I became AP Chair was presented to Bill Clancy for Master Builder-Scenery. Bill worked very hard to meet the requirements and he is still going! If you get the chance you MUST see this layout. OK, Bill, on to the next Master Builder certificate.



Working toward the Master Model Railroader designation, you must earn certificates in 7 of 11 categories: Association Volunteer, Association Official, Model Railroad Author, Master Builder-Cars, Master Builder-Motive Power, Master Builder-Structures, Master Builder-Scenery, Master Builder-Prototype Models, Model Railroad Engineer-Civil (trackwork), Model Railroad Engineer-Electrical and Chief Dispatcher. All the details are on the NMRA website under the Education tab, Achievement Program. Helpful articles from past issues of the NMRA magazine help flesh out the requirements and we have MMRs and certificate holders in the Division who can also help guide you thru the process. Feel free to contact me if you have questions regarding the Achievement Program.

Ken

Wash your flat car before you paint

Ewing Row
Modeling Project Chair

When your model flat car is done and all the construction is complete, your next step is painting. Applying paint can result in a terrific finished product or a disaster.

If you have ever tried to paint Styrene without washing it, you will know what I'm writing about. Styrene needs to be clean before painting. Unfortunately there is a thin layer of oil and other products used in Styrene manufacture on the surface of all Styrene. It must be removed in order for the paint to adhere. Here's what I do before painting; I recommend you do the same with your flat car:

1. Wash the entire model. I use dish detergent, Palmolive Ultra. Why? It is what we use to wash our dishes. The dish washing detergent you use is not important. What is important is to make sure you wash your flat car.
2. Fill the bottom of the sink or a plastic basin with warm water and a small amount of detergent, about a quarter of what you might use to wash dishes. You'll be using less water and it doesn't take much to do the job.
3. If you have an old, soft tooth brush, use it to "scrub" the surfaces of the Styrene, all surfaces.
4. When you are done washing the Styrene, dry it carefully and don't let your fingers touch the flat car; handle it with a cloth. Oils from your skin can affect the ability of paints to stick to the surface.
5. When handling your model from now on, wear either rubber or cotton gloves. If you feel you may have touched your model with your hands before painting, give all surfaces a cleaning using rubbing alcohol. I use Q-tips and alcohol for the final cleaning before painting.

When your model is dry, it is ready for painting. An airbrush is the paint applicator of choice. If you don't have an airbrush, use spray paints that come in pressurized cans. Your last alternative is to use paint brushes.

The key to spraying paint on Styrene models is to apply thin layers. Don't expect your model to be done after one pass. It may take three or four, or six spray passes. Also, make sure each coat dries thoroughly between coats. You can speed up the paint drying process with a hair dryer or heat gun. I use a heat gun.

All of the paints offered for model work can be used on Styrene.

Good luck with finishing up your flat car project.

Ewing

Contest Column

Dave Lendved and Steve Lanphear
Contest Co-Chairs

There will not be a popular vote contest at our January meeting. Rail School will take priority. Also, I will be taking Amtrak to the West Coast for the first half of January and miss the meeting.

The theme for the February meeting is Retired/Repurposed. Railroad equipment and structures are rugged and robust. They often outlast the purpose for which they were constructed. An old boxcar can serve as a yard office. A trolley can have new life as a diner. Old Rail lines are sometimes converted to bike trails. The Pennsylvania turnpike was built on the old roadbed of a failed Railroad.

Categories for the February contests are:

- A. Rail Line or Siding
- B. Rail Equipment
- C. Railroad Structure
- D. Non-Railroad Structure

Here are the December Contest Results: Snow
(Photos of 1st in each category)

Model Contest

Cat. A Men with Shovels

1st Jason Martin: G.N.
Plowing Through Rural Area

Cat. B Locomotive

Mounted Plows

1st Dave Casey: C&NW
GP-15 #4422 w/Plow
(Popular Vote Winner)

Cat. C Plows and Flangers

1st Al Potts: WS Jordan
Spreader

2nd Phil Hottmann: Snow
Plow

3rd Dave Casey: C&NW #11985 Jordan Spreader

Cat. D Rotary Plows

1st Al Potts: UP Snow Train
2nd Dave Casey: C&NW
#6407 Rotary Plow



Photo Contest

Prototype

Cat. PA Men with Shovels/Other

1st Sean Lamb: Shoveling Crossing

2nd Sean Lamb: Shoveling a Switch

3rd Al Potts: UP Jet Snow Blower

Cat. PB Locomotive Mounted Plows

1st Charles Karpelenia: 71A W&S Cab Unit

2nd Ewing Row: No. 487

3rd Sean Lamb: UP 4002

Cat. PC Plows and Flangers

1st Ewing Row: Big & Ugly

2nd Sean Lamb: DRG&W Narrow Gauge Flanger

3rd Al Potts: UP 900005 Single Track Plow

Cat. PD Rotary Plows

1st Ewing Row: DRG&W Rotary

2nd Al Potts: UP Rotary 900080

3rd Al Potts: OSL Rotary 762 w/Tender

Model

Cat. MB Locomotive Mounted Plows

1st Sean Lamb: RG 5512

2nd Sean Lamb: RG Narrow Gauge

Cat. MC Plows and Flangers

1st Sean Lamb: Milwaukee Road Gondola-Plow

Dave and Steve

Layout Tours

Phil Hottmann

Despite all of the snow, we still had a great turnout at Bill Ehlert's for the December meeting. Thanks to Bill for presenting his layout.



We will not have any layout tours in January due to the Rail School.

Phil

David Rawlings



Long time SCWD member

Dave Rawlings' train arrived at its final station on November 10, 2016 in

Madison, WI. Dave was born on

February 18, 1939 in Chippewa Falls,

WI. He grew up in Eau Claire and

graduated from Eau Claire High School

in 1957. Dave attended UW-Madison to study civil

engineering. After graduating in 1962 he served four

years as an officer in the U.S. Navy. Dave then moved

back to Madison to work as an engineer at Strand

Associates. After 10 years there he decided to pursue a

dream and bought the Midvale Hobby Shop. Dave and

his wife, Joanne, ran the shop at various locations in

Madison for 26 years. Dave was an avid model railroader

and a longtime member of the NMRA.

Dave is survived by his wife, Joanne, his three children Michael, Susanne, and Charles, his grandson Sam, and his brother Tom.

Most of us in the SCWD have at one time or another visited Dave's shop to either purchase something we needed for our layout or just hang out for a while on a cold day and talk trains. Some members have even worked over the years for Dave in his shop.

We in the SCWD bid farewell to Dave and send condolences to his survivors.

Paul Mangan

President

Midwest Region / NMRA



Our Company Store is in need of more items for the Upcoming Mad City Show & Sale

If you have something to contribute, please contact **Charlie Karpelenia** and he will make arrangements to get it.

Tele: 608-839-4800 or Email: karpec@charter.net

Interested in a 2017 SCWD arranged RAILFAN trip?

At the Dec. 12 SCWD Board meeting the topic of a possible spring 2017 railfanning trip was discussed. The SCWD Board asked me to obtain an interest in going on a bus trip to the Illinois Railway Museum.

For those of you who have not been to the IRM, it is an all volunteer run museum in Union, IL containing a large collection of street cars, trolleys, electric, diesel and steam trains and other railroad equipment. I am suggesting Saturday, May 20th, leaving Madison at 8 am and returning by 7 pm. This is possibly an RPO weekend which we are aiming for but cannot confirm until their schedule comes out. Each SCWD member would be allowed to bring along one guest. Estimated cost per person would be \$50-\$60 including the bus, admission and lunch.

Please respond to me by e-mail at: haverdj@tds.net or by phone at: 608 836-7963 if you would be interested on going on this trip.

I need to get a count by the end of January.

Thanks.

John Haverberg, SCWD Railfan Trip Coordinator



Midwest Region News

HAPPY NEW YEAR to all!

2016 was a busy year for most folks and I was not left out of the mix by any means. Being busy does not mean it was no fun, quite the contrary. I was not able to make it to all of our divisions this year but did make it to many to partake in their events while representing the Midwest Region. To me, this is the best part of holding the position of President. Meeting people in our region and finding out what I and the region board can do to help promote our hobby. To me, this has always been not only fun but educational as well.

During my term I have been able to visit all divisions at least once. We have a lot of wonderful people in this hobby. I will be finishing my final term in April this year and my last board meeting will be at the Golden Rails convention in Rockford. The Region will be electing a new President and Vice-President and also some new directors. When you receive your ballot please be sure to fill it out and send it in. Even if there is only one person for each position, this action does show support for those who chose to let their name stand and represent you.



That being said, I would like to invite all SCWD members to join us in Rockford for the next MWR Convention. The dates are April 28, 29 & 30, 2017. The convention is named “**Golden Rails**” and is the celebration of the Rock River Valley Division’s 50th anniversary. The convention hotel is the Holiday Inn at Rockford IL. Come on down and help them celebrate their anniversary and our hobby. Go to their web site for all the information you would need to get signed up
www.rrvd-nmra.com/2017mwrconvention.com/.

Speaking about conventions, the SCWD will be playing host to the Midwest Region spring convention in 2018. The name of the convention will be the “Capitol 400”. Chairman Ken Hojnacki has assembled a fantastic committee and work is well underway to make our convention a very memorable one.

Rail School in Madison will be coming up in January. This event is not just for kids! It is for any modeler young and old and beginners or old pros. So come out and attend. See the web site www.nmra-scwd.org

Have a Happy and Safe Happy Holiday season!

See You by the Rails

Paul Mangan

President
Midwest Region / NMRA



Model Railroad School

Fun. Educational. Free.

Clinics and demonstrations show you how to turn a toy train into an exciting, operating model railroad. Hands-on projects for kids to take home.

Sunday, January 8, 2017 , 1-4pm
Zor Shrine Temple, 575 Zor Shrine Place, Madison WI

Youth Group

Steve Brist



The SCWD Youth Group's December meeting was our annual outing to the Olbrich Gardens Holiday Express, where G scale model trains run through a holiday scene with hundreds of poinsettias, fresh evergreens and Lego displays. We were hosted by SCWD members Paul Mangan and Donn and Rose Tolley, who are part of the Wisconsin Garden Railway Society. Our members enjoyed operating the trains and observing the many Lego displays.



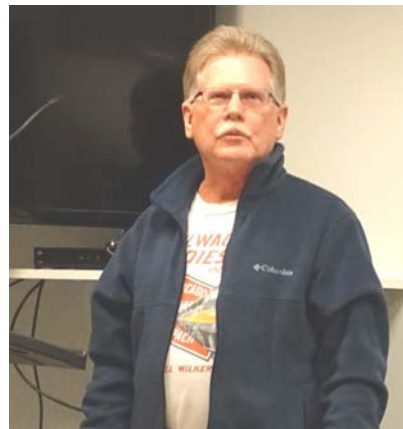
We thank our hosts for an enjoyable start to the holiday season.

Our January meeting will be participation in Rail School on Sunday January 8th, at 1 PM at the Zor Shrine Temple. See you then!

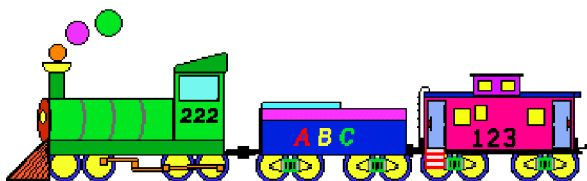
Steve



Thank you **Rich Mahaney** that came all the way from Michigan to conduct two excellent clinics at our December meet.



Many thanks go to **Tom Morrison** for his many years of work maintaining and recently redesigning the SCWD website—be sure to check it out!!



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**



Rock River Valley Division - NMRA



HOLIDAY INN ROCKFORD, IL
APRIL 28, 29 & 30, 2017



Home Timetable Registration/Fares Map
Clinics Contest Operating Non-Rail Activities

The members of the Rock River Valley Division would like to celebrate the 50th anniversary of our Division with you. We are hosting the 2017 Midwest Region Convention with layout tours featuring many great railroads in our Division, operating sessions on some fine layouts, numerous clinics - some yet to be confirmed - which will include some well-known clinicians, a silent auction (bring items to sell), a photo and model contest, a few great non-rail activities showcasing the Rockford area and a not-to-be missed banquet program by Randy Garnhart and Jerry Pyfer.

www.rrvd-nmra.com/2017mwrconvention.com



If you move, don't forget to notify Kathy Clancy the Bad Order Editor. Changing your address with the NMRA does not change it for Bad Order mailing.

Our 50th Year!

Mad City

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Alliant Energy Center, Exhibition Hall
Madison, Wisconsin

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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

Women in Railroading

Jim Feldman, Guest Contributor

The story of women in the railroad is similar to the story of women in most postindustrial careers. They were generally hired for non-critical support roles when men were unavailable or in short supply. They were released when conditions changed again to make them superfluous to demand. In keeping with this familiar narrative, the situation changed dramatically in the late twentieth century.



The Earliest Days

As early as 1838 The Union Pacific Railroad had introduced Registered Nurse-Stewardesses to their passenger trains, the first women to become part of an operating train crew. Within another decade women were being hired to maintain stations along B&O's east west routes. These jobs were very popular and women traveled back and forth along the route often leaving the positions only after marrying railroad men they had met along the way. Even in those early days a railroad



Women Railroad Workers 1915 (New York Times)

man was a desirable mate since the industry was far more stable (and better paying) than farming, the other major pool of eligible bachelors. These women brought a significant level of refinement and civilization to what was still a rough, noisy, and dirty industry.

Women increasingly took over clerical positions with the railroads and proved to be ideal employees in part because of their low wages and their determination to perform well enough to avoid being replaced by a man. A few women held more labor intensive jobs, such as shop helpers, crane operators and brake cleaners. Many of them dressed as men to avoid standing out.

A major breakthrough for women came when women, demonstrating a high level of digital dexterity and concentration, began to serve as telegraph operators. The required detailed knowledge and understanding of railroad operations allowed them to take a more active part in the industry as route designers and station architects.

During the civil war, women were again in demand to replace the men in the armies.

This state of affairs held steady for the rest of the 19th century. The completion of the transcontinental railroad and the explosion of new lines provided many new jobs for women in the industry. One was the design of parlor cars, intended to provide plush travel for women and families. Other women worked in those parlor cars as domestics and nannies.



March 1943 Atchison Topeka and Santa Fe telegrapher



A Pullman Parlor Car

Early 20th Century

With the coming of WW I, the old dynamic applied again, men were in short supply and women were asked to take up the slack. They did and when the war ended, most of the ones in non-domestic or clerical positions were replaced by returning soldiers.



England 1915



Los Angeles freight loaders 1917



Women rail workers 1918

The next big event was a catastrophe. The financial failure of the 1920s damaged the railroads severely. Ridership plummeted and revenue crashed. Railroad employment dropped by 42%. This situation, for men as well as women lasted until the outbreak of WW II when all hands were needed.

The Rosie the Riveter campaign especially targeted single women for nontraditional jobs. The number of women working for railroads increased from an estimated 40,000 before the war to a documented 116,000 in 1945. More of

them were in non-domestic jobs, including shop worker, service crews, and still vast numbers of clerical positions and telegraphers. The Pennsy employed 20 women as yard brakemen and industry wide there were 750 women working as MOW workers.



1940



1941



1943

Mexican American Women 1944



Although many of the women lost their positions to the returning soldiers in the usual pattern, the number and performance of the women during the war had permanently changed the perception of women in nontraditional roles, and many railroads made an active effort to keep their female employees, including instituting equal pay policies. The thing withheld was seniority in an industry where that was almost the entire basis for promotion. There were still no women in the so called running positions—engineers, brakemen, and conductors. Those jobs were regarded as requiring strength, judgment, and skills that women did not possess. The lack of seniority remained a lever to keep women out of those jobs. It took a remarkably long time for that situation to change.

Throughout the 1960s and 1970s the earlier attitudes about women in the workplace and the value of traditional gender roles underwent a sea change that gradually penetrated both the law and industrial attitudes.

Modern Times

Finally, in 1974 ATSF deployed their first female road engineer, Christene Gonzales who retired in 2012. Also in 1974 Union Pacific started Bonnie Leake as an engineer. She retired in 2005. Edwina Justus, the first African American woman engineer was hired by Union Pacific in 1976 and retired in 1998. Ramona Dockter became an engineer for Burlington Northern in 1976. She retired after eight years as an engineer of both BN freights and Amtrak. There is disagreement on who was actually the first, since many of them began working as engineers within a few months of each other. Dockter is in the North Dakota Railroad Museum in Mandan as the county's first woman engineer.

Conditions for women in railroading changed rapidly after the 1970s and currently (2016), according to the United States Department of Labor there are two thousand female locomotive engineers comprising about 3% of the total of 58 thousand engineers. In an effort to find these numbers, I contacted UP, BNSF and the Brotherhood of Locomotive Engineers and Trainmen. All of them claimed they didn't have the numbers. At Union Pacific Railroad, 6 percent of its total workforce is female, with 17 percent of senior management positions occupied by women; these numbers are roughly repeated across the industry. No major railroads have a female CEO.

Jim Feldman, SCWD Member

FROM THE NMRA: Having trouble finding the NMRA "Promotional Videos" on our website? Search no more!

Several *NMRA eBulletin* readers have mentioned that they're having a hard time finding the "promotional videos" that Model Railroader Video Plus, TrainMasters TV, and Model Railroad Academy have donated to the NMRA online video library.

They're actually fairly easy to find! If you're not logged into www.nmra.org as a member, you can find the videos which the general public can

view by clicking on "Education," then "NMRA Videos." Again, these videos are available to members and non-members.

But once you log into www.nmra.org as a member, just click on "Education" then "NMRA Videos" and you'll be taken to a page that shows you all the donated videos.

If you're an NMRA member and you're logged into www.nmra.org as a member and you're on the *Members Only* homepage (by clicking on "Membership" and "Member Home" from the main page), click on "Special programs" then "Member Video Library."



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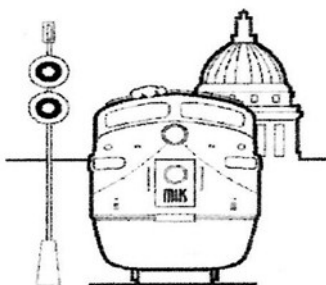
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South Central Wisconsin Division of the National Model Railroad Association

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Deadline for submissions: **14th of the month prior to publication, unless otherwise noted.** Email Bad Order Editor at SCWDKATHY@AOL.com



**SCWD Board of Directors
Meeting Minutes
November 14, 2016**



Board Members Present: Bill Clancy, Ken Hojnacki, 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 October meeting were reviewed. Motion by Hojnacki, second by Clancy to approve as corrected. Motion carried unanimously.

Paymaster Reports:

Paymaster reports for September and October were reviewed. Motion by Hojnacki, second by Clancy to approve as corrected. Motion carried unanimously.

Committee Reports:

Achievement Program:

A Golden Spike Award is in process for Webb Winn.

Model and Photo Contests:

Working on how to run a video contest. Might be using YouTube.

Rail Show:

The Amtrak ticket contest rules were reviewed. The BOD asked for clarification on entry cut off times and the use of our web site for submitting entries.

Old Business:

Wesley's Speeder:

McGeever reported that a donation to the Illinois Railway Museum is in process.

Membership Booth Rehab:

The WSOR paint scheme locomotives have been found. They need a new battery holder.

Regional Convention for 2018:

It has a name: The Capitol 400. Hojnacki gave a status report. The details will be in the Bad Order.

New Business:

None presented

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

Minutes by acting Clerk McGeever.

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 *

* = Train Show Ticket advance sales

2017 Meeting Time Table

Regular Meeting	BOD	Youth Group	Train Show Committee
Jan 8 th 2017 Rail School	Jan 9 th 2017	Jan 8 th 2017 Rail School	Jan 4 th 2017
Feb 5 th 2017	Feb 13 th 2017	Train Show	Feb 1 st 2017
March 5 th 2017	March 13 th 2017	March 19 th 2017	March 1 st 2017