

October 2019

www.nmra-scwd.org

Volume 51 No. 2



Super's Report

Phil Hottmann
Division Superintendent

“Welcome to California! Come Early, Stay Late” was the theme for this year’s National Narrow Gauge Convention held in Sacramento. We just returned from the convention after a stay of two weeks. Northern California has a lot to offer. Besides the convention, we were able to visit Monterey, Santa Cruz, Lake Tahoe, Yosemite and the wine county.

This convention was excellent with many terrific home layouts, modular layouts, the contest room and clinics. I’ve posted a few pictures on Page 2.

A highlight of the clinics for me was the clinics presented by Martin Welberg. Scenic Express brought Martin to the convention from Holland. Both of his clinics involved static grass materials. The first one featured advanced static ground covers and the other was on Trees Nearing “Perfection”: Incredible Trees from your Static Machine. One of the other very interesting clinics involved the use of Photo Textures for Structures. Scott Robertson presented this clinic. We were also able to visit his layout, which absolutely blew me away. You could not tell what were photographs and what was real wood.

Next SCWD Meet:

October 6, 2019 at 1:00 pm
Zor Shrine Temple

Model & Photo Contests: Page 4 and 8

Clinics: Page 3

Next BOD Meeting:

October 14, 2019 at 7:00 pm
Culver’s Restaurant
2102 W. Beltline Hwy.

Next Youth Group Meeting:

October 20, 2019 at 1:00 pm
Zor Shrine Temple

I think like most of us we are wondering about the state of the hobby. Although their attendance was lower than they hoped for, it seemed like all of the vendors were doing well. I think the location had much to do with attendance; the roadways become congested at rush hour and the daily temperatures were in the upper 90’s. In addition, the locations of the layout tours were pretty spread out requiring a lot of miles of navigating. Thank goodness for GPS!

Thanks to Bill Clancy for handling September’s Membership Meeting and the Board of Directors meeting in my absence. Thanks also to Rich who did a great job with the clinics.

Phil Hottmann
Superintendent

National Narrow Gauge Convention, Sacramento, California 2019
Photos by Phil Hottmann



Model Contest Room



**Paper Models from the
Scott Robertson Layout**

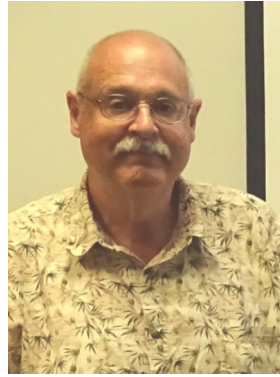
**Static Grass Tree from the
Martin Welberg Clinic**



Clinic Corner

By Bob Wundrock
Clinic Chair Emeritus

Many thanks to Rich Mahaney for traveling a long distance to present at our September meet. One thing that was mentioned, there's some interest for someone to give a clinic on applying signs to the sides of buildings. Anyone out there skilled at doing this?



For October's meet we'll welcome Dave Nelson ("The Frugal Modeler") from the WISE division. He'll present the following clinics:

Building and Planning With Benchwork Dominos

Famous model railroader Dave Barrow has shown in *Model Railroader* and *Model Railroad Planning* how he uses same-sized "domino" segmental benchwork sections to enhance the planning and building of a layout, and how the domino concept also makes it easy to make major changes in a layout. Dave Nelson will show how his domino segments are built, and how he used the domino concept to plan - and change - his layout. Note: domino segments are NOT modular; track arrangements and

spacing are not made uniform as with Ntrak or similar modular systems.

Junctions and Interchanges.

The US rail network - particularly in the Midwest - is a maze of junctions as rail lines from competitors, or even from the same railroad, meet or cross each other at grade. Often interchange of cars between the railroads is part of those junctions, and the cars being interchanged can be of any type, including types not used by any of your own on-line industries. Dave Nelson will show prototype images of a large variety of types of junctions and interchanges, with particular emphasis on how junctions can be modeled, or simulated, on nearly any model railroad, even one which is "complete," and how they can enhance operations and provide a chance to use even more of those freight cars you have sitting in boxes.

Please, if you have an idea for a clinic, or know someone who wants to do a clinic, contact me directly. As clinic chair I am responsible for scheduling clinicians. I try to do my scheduling months in advance.

See you,
Bob

CATCH THE TRAINS!

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53rd Annual

MODEL RAILROAD SHOW AND SALE

Sat. Feb. 15, 9AM-5PM • Sun. Feb. 16, 9AM-4PM
Alliant Energy Center, Exhibition Hall, Madison, WI

Four HO train sets given away each day!

Family Pak \$32

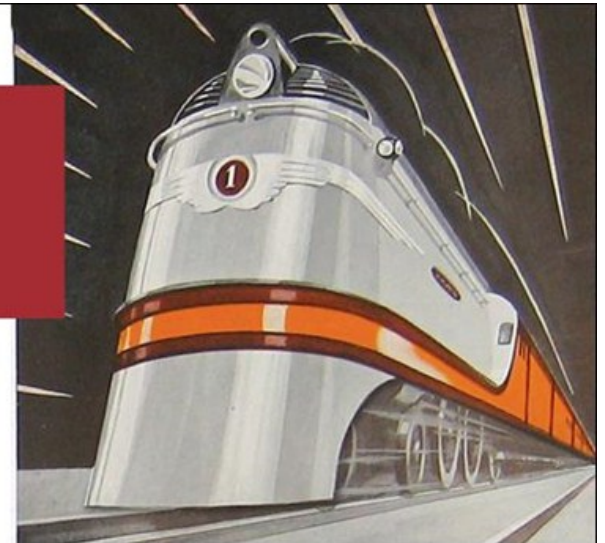
Includes two adults (regular or senior) and two kids (5-15)

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

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

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

All children under 12 must be accompanied by an adult.



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

Contest Column

Dave Down and Dave Lendved, Co-Chairs

At our September meeting we kicked off the new year with a contest theme of **Favorite Train**. Next, in October our contest theme is **Stations and Terminals**.

Some of you have great models but don't want to remove them from your layout (or maybe can't without causing damage), so be sure and take a picture and bring it for the model photo contest. Whatever you choose to do, we look forward to all your entries.

October 6 Photo and Model Contests Theme: Stations and Terminals

- Cat. A Passenger
- Cat. B Commuter
- Cat. C Whistle Stop
- Cat. D Freight

September 8 Popular Vote Contests Results:

Favorite Train

Model

Cat. A Steam:

- 1st Donn Tolley – V&T ore train



- 2nd Bob Stone – Durango and Silverton
- 3rd Don Swinton – Santa Fe 102

Cat. B Diesel:

- 1st Jim Lane – CNW Dash 9



- 2nd Don Swinton – Donaldo, Barbstown & Southern
- 3rd Bob Stone – Great Northern freight

Cat C. Electric:

- 1st Don Swinton - Brass



Cat. D Gas/Other:

- 1st Bob Stone –GN doodlebug and coach



- 2nd Don Swinton – Santa Fe doodlebug

Photo

Prototype Photo

Cat. PA Steam:

- 1st Steve Lanphear – Big Boy at Nelson, IL
- 2nd Steve Preston – Big Boy “Saying Good Bye”
- 3rd Bob Stone – Cumbres and Toltec

Cat PB Diesel:

- 1st Steve Lanphear – Nebraska Zephyr at the IRM
- 2nd Bob Stone – UP at Rochelle, IL
- 3rd Steve Lanphear – CNW 411 at the IRM

Cat PC Electric:

- 1st Steve Preston – Trolley Rides
- 2nd Steve Preston - Trolley
- 3rd Bob Stone – Charles City Street Car

Model Photo

Cat MA Steam:

- 1st Steve Lanphear – Shay loco on trestle

Cat MB Diesel:

- 1st Steve Lanphear – CNW diesel in yard

Cat MC Electric:

- 1st Steve Lanphear – Old street car in Milwaukee

Cat MD Gas/Other”

- 1st Steve Lanphear – Galloping Goose model

The Popular Vote Contest theme for the November 3 meeting is Cranes. We are looking forward to all your uplifting entries.

November 3 Photo and Model Contests Theme:

Cranes

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

Dave and Dave

Layout Tours

Phil Hottmann

I am hoping everyone enjoyed visiting Jon Welch's layout. Thanks to Jerry Lawler for setting this tour up.



For October, we will have two layouts open. We will be able to visit Bill Ehlert's layout before he makes a move to a smaller home. We will also be visiting Rusty Dramm's O scale layout in Waunakee.

Phil

SCWD 2019-20 Video Contest Guidelines

Steve Lanphear

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

Here are the things you need to know:

- There are two categories: **Prototype** and **Model**.
- The contest is open to those who attend the SCWD meetings.
- The person submitting an entry must be the one who took the video, however you may have help from others in editing your entry.
- The video can be from any time period (it doesn't have to be taken just to enter this contest).
- It has to be a **maximum** of 5 minutes in length, but can be any size less than that and the file has to be less than 2GB in size.
- All videos must be on a railroad theme.
- The video can have title screen but not necessary, however there should be no names or identifiers on it (it is a "blind" contest).
- For the **Model Category**, the video can be of anyone's layout, not just your own.
- First, second and third place will be given for each category (no points given toward annual Photographer contest).
- Deadline for Entries – **March 1** (you will upload all entries to the website listed on the SCWD website, Video Contest webpage).
- You may enter more than once (max. of 5 entries per person).
- Voting starts **Mar 10** on the SCWD Video Contest webpage.
- Voting will be closed on end of day **April 15**.
- Winners will be announced at the May Meeting.



Good Luck!!!
Steve

Youth Group

Steve Brist

A demonstration of hard shell scenery techniques was the highlight of the September meeting of the SCWD Model Railroad Youth Group. Bob McGeever lead this clinic and our members and parents paid close attention as he used a glue gun to lay a cork road bed and made the framework for a hillside out of plastic screen. Next month he will continue this demonstration by laying the track and using plaster sheets to cover the frame work to form hills.

This was our first meeting since the summer break. In August, we went on our summer field trip. This year we visited both the Mid Continent Railway Museum and the Riverside and Great Northern Railway. Two photos from our trips are along with this article. One shows our group together in front of the locomotive at Mid Continent and the other photo shows Lloyd, one of our Youth Group members, helping to operate the Tom Thumb locomotive at the R&GN. Lloyd is an active member of the R&GN and works there as a volunteer. Lloyd is an example of a Youth Group member who has taken his interests in model railroading to the “next level”.



In addition to Bob McGeever, Jerry Lawler, who is a regular volunteer at our meetings, helped lead our young members. We always appreciate the assistance of the SCWD in supporting the Youth Group.

We are hoping to provide activities for both the older or more experienced Youth Group members as the less experienced members. We welcome suggestions for clinics and demonstrations.

Our next meeting will be Sunday October 20th at 1 PM at the Zor Shrine building. Bob McGeever will continue his demonstration, and we will all be working to show that “Model Railroading is Fun”. Until then, happy railroading!

Steve



AP Corner

Ken Hojnacki



Now that I received my Master Builder Scenery Certificate—it's time to begin with cars. For me, one of the hardest parts is deciding where to begin. I think we all jump around projects as time, materials and inclination present themselves. For the Master Builder Cars, I have to build 8 cars of at least four different types, one of which has to be a passenger car. Four have to earn merit awards. As previously mentioned, it has been a long time since I built something more complex than a Branchline kit so I'm sure I will be really rusty on techniques. Hence, I want to do an easy project first. Makes sense—until I started looking at my candidates.



Photo by Sweetie

I have a number of car drawings from articles in the Niagara Frontier Region "Frontier Flimsy" from the 1960s. These are simple side, end and underframe line drawings of O&W boxcars, flats and gons. Ought to be simple enough. As Al Potts, MMR, told me, since only four of the eight cars need to be different, you can build multiples of the same car for the other four. In other words, build five flat cars using the same parts and three other types of cars. Not a bad idea and one I can use by taking a standard boxcar and modifying it slightly into an MOW car by adding some windows and doors.

What I really wanted to build first was a model of what appears to be a weed sprayer car we believe was made by the O&W shop forces from an old hopper. One photo is known to exist, a 3/4 wedge shot. Every time I study this photo, it raises more questions about its construction. It appears to have been a wooden hopper since you can just see the hopper underneath the floor and one of the metal slope sheets that was bent backwards down to the deck. However, it doesn't match any of the O&W car plans I have found. Granted, it probably was a car that was modified over the decades it was in use as a hopper but the more I look, the more I see or think I see. I really want to build that car but sitting back, it actually looks like a harder model to build because we don't know exactly what the underbody looks like and it was an all wood body and frame.

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That has meant that instead of getting started on a car right after my scenery was judged in July, I have diddled away two months with no car construction to show for it. Hence my advice: start with something simple, especially if you haven't built a lot of cars before. It means less planning, fewer materials to buy and easier construction. When I start to hit my model building stride, I can go more complex, like converting an old LaBelle combine into an O&W combine. And there's still that nasty weed sprayer car calling my name.

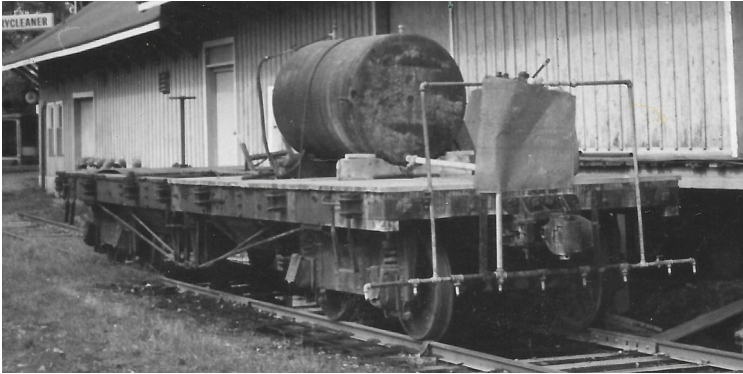


Photo from the Walter Kierzkowski Collection

Ken



**Sandy
Robinson**

Sandy Robinson had a repeat of her 1st Place and Best of Show win at the 2018 NMRA National Convention. She again took 1st place and Best of Show for her beautiful quilt at the 2019 NMRA Convention!



Congratulations
Sandy!

Modeling Project Contest

Dave Lendved

I want to remind everyone that the October 6 is the last opportunity to sign up for this year's Project Model Contest. DPM kits will be delivered at the November meeting for those who sign up in October. The cost is \$15 which will be returned upon entering a model at the April 2020 meeting. Winners are chosen by popular vote. This year's contest is a simple, (commensurate with my ability), plastic structure to be placed on a small diorama.

The rules are:

1. DPM kit must be assembled and part of the diorama.
2. Kit may be altered and modified
3. Some recognizable part of the original kit must be used
4. Diorama should have scenery and details
5. Size of diorama not to exceed 200 square inches (150 square inches N scale)
6. Entrant must be current NMRA member



Building the Canadian Pacific

By Jim Feldman

The Canadian Pacific Railroad was built about the same time as the American Trans Continental. It is hard to decide which is stronger, the similarities or the differences.

Both projects were begun, proceeded and finished amid graft, scandal and bitter conflict both internal and with indigenous peoples. Both were fantastically profitable to the contractors selected by the governments. Both were hugely over budget and schedule. Both projects knit together enormous nations and encouraged settlement, economic and social development.

On the other hand, rather than the two starting points and steady progress for the American project, The CPRR was built in fits and starts from many points along the eventual route. Financial and political trouble as well as design and material problems delayed the CPRR, sometimes for years at a stretch.

In the end both projects followed roughly similar trajectories and had comparable success. The American railroad was completed in May of 1869. The CPRR held its completion ceremony fifteen years later in November of 1885.

The CPRR was primarily intended to link the vast area north of the U. S. border into a single nation. In 1867 Canada formed a confederation out of the British colonies of Canada, Nova Scotia, New Brunswick. At that time the colony of Canada was divided into Ontario and Quebec. As part of the agreement, Nova Scotia and New Brunswick were promised a railroad to link them to the bigger population centers in the other colonies. Three years later Manitoba joined the confederation with the same promise of a rail link to the east.

In the 1860s several gold rushes and massive population growth had led to the formation of the Colony of British Columbia, an independent and prosperous colony on the Pacific Coast. Mounting debt, fear of annexation by the United States and the need for government funded services led the colony to request admission to the Canadian Confederation. Eastern Manufacturing interests in Quebec and Ontario were interested in access to raw materials and markets in Western Canada.

Part of the agreement to admit British Columbia, a four month sea voyage from the east coast, was that the Confederation would construct a land route from the eastern provinces to the west coast. The initial request was for a wagon road but powerful political and business interests immediately proposed extending the existing plans for a Canadian railroad clear across the continent to B.C. The promise was to build the railroad in ten years, starting the year of the agreement's signing. The first route planning took place in late 1871.

The first and most logical route went through the American Midwest and the city of Chicago, Illinois via some Milwaukee Road and Soo Line trackage. When this plan could not be arranged, an all Canadian route was designed. The all Canadian route would require crossing 990 mi of rugged terrain across the barren Canadian Shield and muskeg of Northern Ontario. In addition to this was the difficulty of building a railroad through the Canadian Rockies; to ensure this routing, the government offered huge incentives including vast grants of land in the West.

In 1873 government officials accepted massive bribes to grant federal contracts to Hugh Allan's Canada Pacific Railway Company. The resulting scandal toppled the government including the Prime Minister Sir John McDonald, the railroads biggest booster and visionary. The new government decided to proceed slowly with construction under the Department of Public Works. The work was limited to relatively short sections of the project. Lake Superior to Winnipeg (700 miles) was completed by 1880 as well as large segments of surveying for the whole project.

Sir John McDonald was returned to power in 1878 and his government took a much more aggressive attitude toward the project. By 1880 several short sections had been completed and a route agreed to and surveyed for the entire transcontinental line. The government floated bonds in the London financial market and requested bids.

In 1880 the McDonald government signed an agreement with a Montreal based syndicate to build the CPR. The syndicate was awarded \$25 million (approximately \$625 million in modern Canadian dollars) in credit from the Canadian government and a grant of 25 million acres of land. The government transferred to the new company those sections of the railway already constructed under government ownership. The government also defrayed surveying costs and exempted the railway from property taxes for 20 years. Critics complained of excessive generosity, but the government countered that the contract emphasized speed and immediate construction.

The westward expansion in 1881 began when the first spike was driven, on a date lost to history, in 1881 at Bonfield, Ontario the westernmost end of a segment completed previously. That first season was a disaster with only 130 miles of track completed. The superintendent was replaced and the following year saw more than 418 mile of main line finished.

After racing across the plains in less than two years, the line reached the Rocky Mountains in 1883.



The plan had been to cross the Rockies at Yellowhead Pass but this plan was abandoned in favor of a more southern route near the U.S. border which kept the U.S. from poaching business from British Columbia traffic. The new route of choice was Kicking Horse Pass which cross the Rockies but led into the Selkirk Range across which no known pass existed.

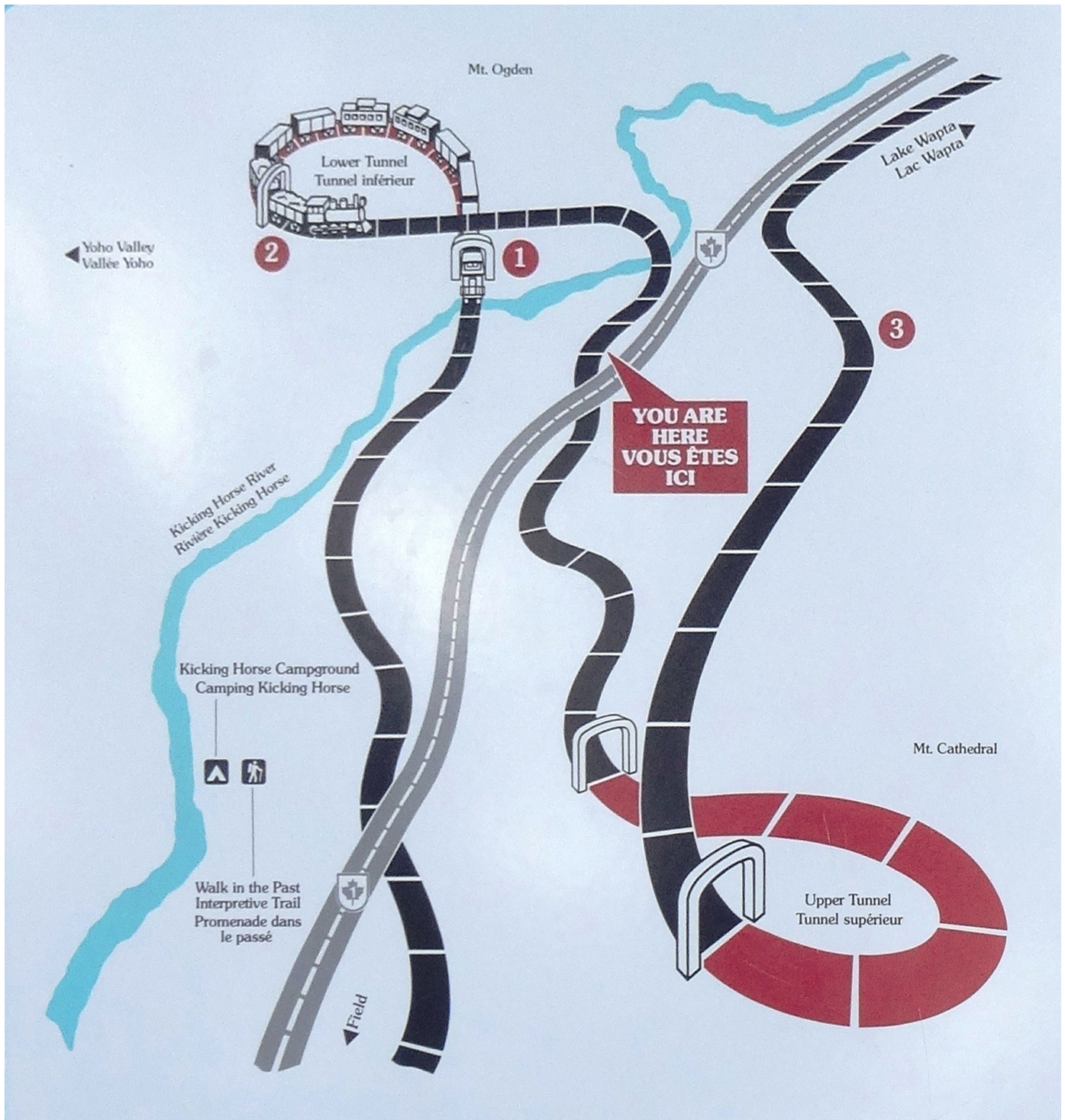


A problem appeared when the route impinged on land control by the Black Feet nation of first people. With that issue resolved, construction continued. As the line, in 1884, reached the Continental Divide at Kicking Horse Pass its impossible profile became obvious.



Schedule and finances precluded drilling a tunnel and the road went over the pass. The finished grade was 4.5%, a steepness requiring an act of the Canadian legislature to approve. Speeds were limited to 6 MPH and five runaway ramps were installed but it was still terribly dangerous. The first locomotive, carrying the contractors, crashed into the Kicking Horse River, killing three. The developers assured Canada that the route was temporary, but 'temporary' turned out to mean twenty five years. In 1909 a double spiral tunnel was built that reduced the grade to a manageable 2.2%. It is still a dangerous spot with dozens of derailments over the last century.

On Nov. 7, 1885, the eastern and western portions of the Canadian Pacific Railway met at Craigellachie, B.C. The Canadian Transcontinental Railroad was completed.



The first transcontinental train on June 28, 1886, the first transcontinental train steamed out of Dalhousie Square Station in Montreal arrived at Port Arthur on June 30th.



First train arrives at Port Arthur



Golden Spike Ceremony

Jim Feldman, SCWD Member

A few words from the NMRA president Growing Pains



Growing Pains. Yep, we have them, as a brief glimpse into my in-box for the last several months will indicate. Lots of notifications of major medical issues hitting the NMRA, what with ankle surgery (mine), new hips (several), new knees (several) new shoulders (several), cardiovascular issues ranging from relatively benign to pretty serious (several) and so on. The list is getting longer, and it's not pretty. But it is a reality, and sooner or later, we're all going to have to deal with it. We're aging. And growing pains, one after another.

I am now a week into the recovery period for ankle fusion surgery, which went well, and I'm a relatively happy camper. My little knee scooter, which is getting me around in the house with relative ease, is named "Austin Kneely," although some of my so-called friends have suggested "Kneesy Rider" or "Ankles Aweigh." And although things work really well, I have growing pains. I need to learn about crutches again, as it's been over half a century since I last used them. And I have been reminded of an unpleasant truth: I'm not nineteen any more. This takes work!

And speaking of "work," those of you downsizing, or thinking about it might want to consider the down-the-road parts that include wheeled devices such as Austin, or walkers, or wheel chairs... none of these devices are warm and fuzzy with carpets. The wood floors are great, but even the low-rise bank carpet I have in my office here dislikes the scooter. And the feeling appears to be mutual. So plan ahead!

Back to the growing pains issue: we're really pretty good at recruiting members, but we don't do so well at keeping them. I had a phone call today that is of the kind I do not ever want again. A member joined, attended a Division event or two, was completely ignored by the Division people he saw at the gathering, and is ready to quit. This is someone just getting started in model railroading, someone who thinks the NMRA might have answers to his questions and might be able to teach him about model railroading. But he was completely ignored, and is now unhappy and ready to pack it in. This is not acceptable. We had a long chat, and I hope I satisfied his concerns, but frankly, I'll repeat. This is not acceptable.

NMRA Magazine Editor Cinthia Priest wrote an editorial commentary in the September 2019 issue entitled

"People Skills." She described things eloquently, and I think the piece should be read, thought about, digested, discussed and thought about again by every one of us. We are the issue, all of us. And we can fix things easily. People skills count! The beauty of this is that it is not at all difficult, either.

I hear a lot about how we need to grow the hobby and what is "National" doing to grow the membership and so on. The simple, short answer, which I've stated more than once before, is that National cannot do this alone. It is up to the Divisions to do this, as that is where the major interactions between the individual and the NMRA take place. The Divisions need help from the Regions, and the Regions can get help from the National organization. But it's the Divisions that need to do the heavy lifting on this one.

The process is fairly simple, and at some time, someone used it on you. All this needs to work is for you -- yes you -- to use your eyes to smile and make contact, your ears to listen, your mouth to smile and welcome the new person aboard, your hand to shake the new person's hand, and your attitude to make this all work for everyone. You can do this, someone has done it for you, and it's now your turn to be the mentor. Make it so!

High Green!

A handwritten signature in black ink that reads "Pete".





Minutes SCWD Board Meeting
7:00 pm, August 12, 2019
Culver's Restaurant



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

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

Minutes:

Minutes of the July meeting were reviewed.

Motion by Clancy, second by Lawler to approve as presented.

Motion carried unanimously.

Paymaster Reports:

Paymaster reports for July were reviewed.

Motion by Clancy, second by Preston to approve as presented.

Motion carried unanimously.

Committee Reports:

Committee reports were reviewed.

We are still looking for new Chairs for Clinics, and Layout Tours.

Old Business:

Newsletter transition to e-publishing reviewed. First e-edition went well.

New Business:

The final draft 2019 – 2020 budget was presented.

Motion by Clancy, second by Lawler to approve as presented.

Motion carried unanimously.

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

Minutes by acting Clerk McGeever.

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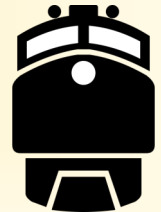


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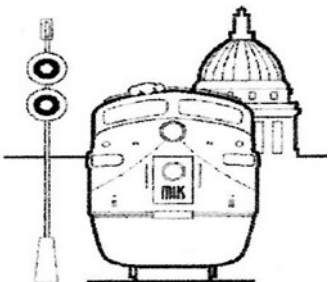
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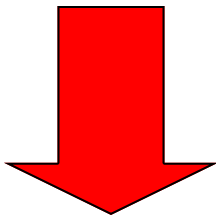
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Deadline for submissions: **14th of the month**
prior to publication. Email Bad
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* = Train Show Ticket advance sales

2019-20 Meeting Time Table

Regular Meeting	BOD	Youth Group	Train Show
Oct 6, 2019	Oct 14, 2019	Oct 20, 2019	Oct 2, 2019
Nov 3, 2019	Nov 11, 2019	Nov 17, 2019	Nov 6, 2019
Dec 1, 2019	Dec 9, 2019	Dec 15, 2019	Dec 4, 2019
Jan 5, 2020	Jan 13, 2020	Rail School	Jan 8, 2020