

October 2018

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

Volume 50 No. 2

## Super's Report

Phil Hottmann

Division Superintendent

Our season is getting off to a great start. Our attendance was tremendous for a September meet. For me, this season started with a trip to Minneapolis for the National Narrow Gauge Convention. Although Minnesota is not a hotbed for narrow gauge railroading, I did see many quality narrow and standard gauge layouts. The contest room is always full of very impressive models. Bar Mills and SierraWest presented some of their new kits. A couple of the well-known kit manufacturers have now retired. Other companies are now marketing their castings. Fine Scale Miniatures is being sold by Railroad Kits and South River is being sold by Rail Scale Miniatures.

Brett Galant presented a very interesting clinic on weathering detail parts. He paints them black to start with, paints on a color then hammers the pieces with a wire brush. This created an interesting weathered effect on barrels and gas tanks in particular. Another interesting clinic was put on by Scenic Express, presented by Jim Elster, creating vegetation using static grass. He was able to create not just grass, but shrubbery and trees using static grass material. He also combined static grass with ground foam for some effects. On the drive home from Minneapolis I could see a lot of vegetation that this method would duplicate very well.

I saw many quality layouts. A couple of the standouts were those of Seth Puffer, Gerry Leone, and Jeff Otto. The first two of these have been featured in the NMRA calendar many times. They had many scratch-built

### Next SCWD Meet:

October 7, 2018 at 1:00 pm

Zor Shrine Temple

**Model & Photo Contests:** Page 3

**Clinics:** Page 3

**Modeling Project:** Page 5

### Next BOD Meeting:

October 8, 2018 at 7:00 pm

Zor Shrine Temple

### Next Youth Group Meeting:

October 21, 2018

Zor Shrine Temple



structures and these layouts were loaded with detail, showing exquisite workmanship. Mr. Otto's layout, the Mesabi Northern Railway, features 3700 square feet, double deck, with all hand laid switches and track.

You have probably all heard that our dear friend Ron Betlach recently passed away. He was a wonderful ambassador for the hobby and was always happy to talk trains with those who shared his interest. He will be missed and we send our condolences to his family.

I look forward to seeing you at the October meet.

Phil Hottmann  
Superintendent

## Moments In time

It is with great sorrow I am passing the news that time has taken a dear friend from us. Ron Betlach passed from this world on August 28<sup>th</sup> 2018 after his long battle with cancer. Some of us had the honor of working with Ron during his career with IBM for many years. We were all in one of IBM's field service divisions.



Ron joined the NMRA in 1987 and soon after that became a very active member in the SCWD. He served for many years as postmaster and Bad Order editor. He was also Refreshment chair as well as volunteer for our train show every year.

When I joined Madison HoTrak Ron had already been involved with the group and went to every show that was on the schedule.

Ron's love of trains was like the dreams that all of us who participate in this hobby have. Ron's modeling capabilities were second to none as his home layout sparkled like a gem.

Operating sessions always bring a lot of extra enjoyment to all of those who participated in running trains and operating on Ron's layout was no exception. On his layout one could never forget visits to Bliss or a trip to Snow Line on a hot day in May? These will be in our memories for ever.

Our thoughts and prayers got out to Sharon, Mike, Tom and the rest of the family. We are so sorry for your loss and very thankful that Ron included us in his journey.

Services will be at Saint Maria Goretti Catholic Church in Madison on Friday October 12. Visitation is 9-11am followed by the Memorial Mass at 11:00 am with lunch to follow.

Paul Mangan

## Youth Group

Steve Brist

The SCWD Youth Group welcomed three new members at our September meeting. We also worked on plans for meetings for the rest of the year. Following our traditional calendar, we will meet again at the Zor Shrine building basement on the third Sunday of the month at 1:00 PM in October and November, and make a visit to the G scale holiday train exhibit at Olbrich Gardens in December. In January, we will participate at the annual Rail School and in February we will run our trains at the Mad City Train Show. Monthly meetings will then resume in March, April and May. We will plan another field trip to a rail attraction for next summer.

The main project for the next few months will be the annual modeling project. Youth Group members worked on the base for their dioramas at the September meeting. SCWD adult members Jerry Lawler, Bob McGeever and Steve Preston helped our members cut Styrofoam insulation sheets into pieces to be used as the base for this year's modeling project. The base was then covered with plaster sheets and let to dry. The modeling project is New Uses for Old Caboose. We will continue with the modeling project at future meetings. Members should remember to bring their diorama base back to work on at October's meeting. Our goal will be to have our dioramas done to exhibit at the April adult meeting.



Paul Balfe was present with his toolbox and spent his time trouble shooting locomotives. Paul travels from Whitewater to be at our meetings and we appreciate his efforts.

After the clinic, we operated trains and had a drawing for door prizes. Each young person who was present received a door prize, which was our goal.

**Continued on Page 4**

## The Clinic Corner

Bob Wundrock  
Clinic Chair

As the first clinician at our October meet I'm pleased to welcome "kitbasher extraordinaire" Darin Umlauf from the WISE division.

Darin's clinic is "Modeling Soo Line Mail and Express Cars."

Darin will describe modeling various Soo Line Mail and Express cars from different sources. The clinic shows how to kitbash different mail and express cars from Walthers cars, Rivarossi/Walthers Trainline 60' cars and kits. While the cars modeled are based on Soo Line cars, the techniques can be applied to model any mail and express car.

Our second clinician is SCWD's own Steve Lanphear. Steve will give an updated version of his MWR convention clinic: "Major Track Replacement at the Rochelle Double-Diamond While UP and BNSF Traffic Still Runs."

Steve Lanphear and his wife watch the Rochelle railcam every day while eating lunch. On May 19, 2017 they were surprised to see multiple dump loads of ballast being laid along the UP side of the track as viewed from the railcam. From May 22-May 27, the railroad MOW workers removed and replaced about 100 feet of track from each of the 8 tracks leading in and out of the diamond. This all was captured via screen shots of the railcam feed over those days, including cutting and moving old track out and new track sections in, and the Thermite welding of the 32 joints needed. This clinic will include a discussion of the project management involved and a video of how the railroads perform Thermite welding. Audience participation will involve project planning ideas on how to approach this project while still allowing both the UP and BNSF trains to continue pretty much on schedule, followed by photos of how they did it.

Thanks again to "Michigander" Rich Mahaney for his two modeling clinics last month.

See you all on October 7<sup>th</sup>.

Bob



## Contest Column

Dave Lendved and Dave Down  
Contest Co-Chairs

Oops! Have you ever said oops (or a more colorful alternative) while modeling? Mistakes are part of modeling just as they are parts of "real" railroading and a part of life. Our October 8 contests are all about things not turning out as intended. Model entries can be mistakes of the modeler, or faithful models of prototype errors. Likewise, photos can be mistakes of the photographer, good photos of modeling mistakes or good photos of good models of prototype booboos. Confused? Oops! My bad.

### October 8 Photo and Model Contests Theme: Oops!

- Cat. A Freight Car
- Cat. B Structure
- Cat. C Mistakes/Unusual Construction
- Cat. D Wrecks

### September 9 Popular Vote Contests Results Mini-Convention

#### Model

##### Cat. A Locomotives

- 1<sup>st</sup> Dave Casey: C&NW Alco RS-3 #1553
- 2<sup>nd</sup> Mike Vivion : SP AC-12 Cab Forward
- 3<sup>rd</sup> Don Swinton: DB&S



##### Cat. B Freight Cars

- 1<sup>st</sup> Don Swinton: DB&S
- 2<sup>nd</sup> Ewing Row: Grain Box Car
- 2<sup>nd</sup> Matt Baumgart: WC Hopper



##### Cat. C Passenger Cars

- 1<sup>st</sup> Ewing Row: Chapel Car (Popular Vote Winner)
- 2<sup>nd</sup> Dave Casey: C&NW #3418 PS 44 Seat Coach
- 3<sup>rd</sup> Don Swinton: TP&F Passenger Equipment



##### Cat. D Structures

- 1<sup>st</sup> Don Swinton: Speeder Shed
- 2<sup>nd</sup> Ewing Row: Champaign Water Tower
- 3<sup>rd</sup> Mike Vivion: ATSF Albuquerque Station



## Prototype Photo

### Cat. PA Locomotives

- 1<sup>st</sup> Ewing Row: Durango & Silverton
- 2<sup>nd</sup> Steve Lanphear: NP #765 in Michigan
- 3<sup>rd</sup> Ewing Row: BNSF

### Cat. PB Freight Cars

- 1<sup>st</sup> Steve Lanphear: Side Dump Hopper
- 2<sup>nd</sup> Ewing Row: D&RGW Wood Box Car
- 3<sup>rd</sup> Steve Preston: Pretty in Pink (double Stack)

### Cat. PC Passenger Cars

- 1<sup>st</sup> Don Hendrikse: WP&YR Nebraska Zephyr Observation Car
- 2<sup>nd</sup> Ewing Row: Durango and Silverton
- 3<sup>rd</sup> Ewing Row: Delta

### Cat. PD Structures

- 1<sup>st</sup> Ewing Row: Coaling Tower
- 2<sup>nd</sup> Ewing Row: Concrete Coaling Tower
- 3<sup>rd</sup> Ewing Row: Water Tower

## Model Photo

### Cat. MA Locomotives

- 1<sup>st</sup> Steve Lanphear: UP Turntable and Roundhouse
- 2<sup>nd</sup> Ewing Row: Big Boy on a Trestle

### Cat. MB Freight Cars

- 1<sup>st</sup> Steve Lanphear: C&NW Box Car Warehouse
- 2<sup>nd</sup> Ewing Row: Box Car and Gons

### Cat. MC Passenger Cars

- 1<sup>st</sup> Steve Lanphear: UP Passenger Cars

### Cat. MD Structures

- 1<sup>st</sup> Steve Lanphear: Old Engine House
- 2<sup>nd</sup> Dave Lendved: Newark Station on the O&W
- 3<sup>rd</sup> Ewing Row: Wood Structure (Old Mine)

## Photo Contest Guidelines

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]

## Youth Group continued.....



We also appreciate the support of the South Central Wisconsin Division in again sponsoring the Youth Group. We have two great layouts in HO and N scale for our members to hold operating sessions after our clinics and projects. We welcome any young person between 8 and 18, who want to be part of our organization, without a membership fee to attend Youth Group meetings. Our next meeting will be Sunday October 21 at 1 PM at the Zor Shrine Building. Remember to bring your dioramas back for further work.

See you then!  
Steve



# Modeling Project

Phil Hottmann

## New uses for old cabooses

Thanks to Rick Mahaney for setting the stage for this year's modeling contest. His clinic on second lives of cabooses was the perfect introduction to the modeling project. I hope everyone is starting to come up with unique ideas. So far we have sixteen people signed up for the contest. Those that signed up in September will receive their cars in October. Those that sign up in October will receive their cars at the November meet. October is the last chance you have to sign up.

### Project Guidelines:

Must complete diorama and bring to the April 2019 meeting.

Pay entry fee at sign up or pick up.

### Project Rules:

1. Caboose must be modeled and added to a diorama.
2. Caboose may be altered as preferred, i.e. caboose is an ice-cream shop
3. Caboose must be mounted on a base and structure(s) and/or scenery detail must be added.
4. Overall diorama base dimensions cannot exceed 200 square inches for N scale and 400 square inches for HO scale.

### Project awards

Awards are \$300 total in Gift Certificates to the Madison Hobby Stop.

Awards are in two categories: Adult and Youth.

Each category will have three places; first place \$75, second place \$50 & third place \$25

In the case of ties in a category, the award will be split equally.



# Layout Tours

Phil Hottmann

Layout Tour Chair

Well we started off the year with two layouts that most of us haven't seen before. It was worth the trip to Lake Mills on a beautiful day.

Bob Boelter's Beer Line layout was certainly different than most. Primarily a switching layout it shows that a G scale layout can be consider for an indoor layout.



Kerry Denson provided us with a highly detailed and weathered layout. Thanks to both of these guys for opening their layouts.



For October we will be touring the layouts of Paul Nelson and Ken Hojnacki.

Phil

## NMRA President's Award for Division Service

The NMRA President's Award for Service to the Division (established in 2017) is awarded by the NMRA President to one individual in a Division in each Region per year, who has done outstanding "beyond-the-call-of-duty" work to make his or her local Division effective, engaging, and welcoming to members. Individuals are recommended to the NMRA President by the NMRA National Board of Directors, National Officers, or Region Presidents, as appropriate, and preferably always with the guidance of the Region Officials.

**Our sincere congratulations to Gary Children who was nominated by Paul Mangan.**



## Westinghouse Air Brakes

Jim Feldman, Guest Contributor

Along with the Janney coupler, the Westinghouse air-brake was the greatest improvement to rail safety in history. The earliest brakes on trains were a combination of ineffectual, dangerous and failure prone. The first 'modern' locomotive, the *Stephenson Rocket* had no brakes at all, and only stopped by reversing steam. Later models had static brakes for the locomotive to keep it from rolling away from a stop, but still none on the cars. When trains became widespread and began hauling heavier loads, brakes became a serious issue.

The first technique was to provide each car with friction type brakes actuated with a wheel activated linkage. The wheel was located on top of the car and was the responsibility of the brakeman ('porter' in England). The brakemen (usually one to each car) could be alerted with a special pattern of whistles from the engineer. They

would scramble to the roof of their car and turn the brake wheel. This was incredibly dangerous, inefficient and ineffective, since there was no synchronization of effort or effect, given that the cars were of different weights and braking power was variable. They were also imprecise; the train might stop too soon or too late for a station platform. Even after better systems became available, some lines were slow to adopt them, since in the alleged words of a company executive faced with the terrible fatality rate among brakemen. "Irishmen are cheaper than these new brakes."

The lack of good brakes caused many problems for the railroads besides the obvious problems of loss of equipment and workers to crashes. These included a growing public fear of riding the railroads. Crashes were heavily publicized since they were emotionally and visually dramatic in the days when newspapers were increasingly able to print quality photos. Ridership plummeted after particularly bad crashes. Another non-intuitive problem was speed. It was obvious early that the longer and faster a train was pushed the higher the profit margin, but these practices increased accidents and loss. Also engineers started, out of self-preservation, the practice of either running very slowly or stopping completely if there was any chance that another train was close. This had a serious negative impact on schedules and deliveries. Then in about 1850 experiments with simple direct air brakes was begun. This was a system that used an air compressor on the locomotive to feed air through a brake pipe into air cylinders on each car. When the engineer applied these brakes, the pipe filled with air and squeezed the brakes. This was a huge improvement but still had serious drawbacks. Foremost among them was the fact that a leak in the compressor or brake pipe or a break in the train left the train entirely without brakes. Also, the brakes were applied to the front cars long before the back ones got their pressure message. This caused damage as the rear cars crashed ('bunted') into the forward ones. Many locomotives still use a simple direct system for their own brakes, although almost always with a backup system.

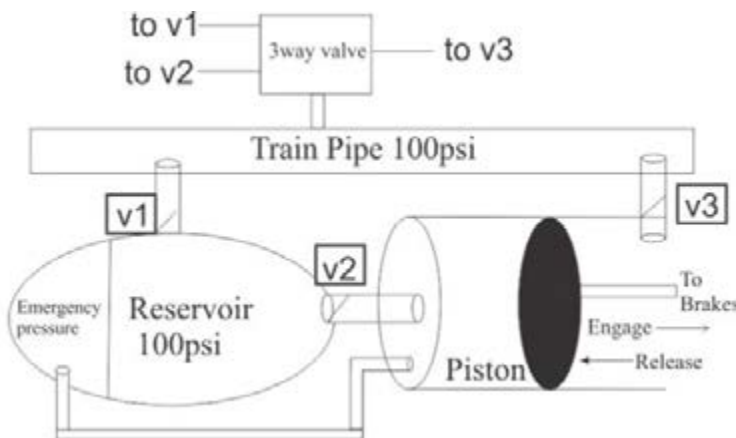
The story is told that in 1865 at the age of twenty, George Westinghouse witnessed a train wreck where the two engineers saw one another but were unable to stop their trains in time using the existing brakes. Brakemen had to run from car to car, on catwalks atop the cars, applying the brakes manually on each car. It was slow.

Four years later, in 1869, Westinghouse received a patent for a compressed air system for train brakes. It was similar to previous direct air systems and had the same drawbacks in that a break in the pressure line left the

train without brakes. He started a company in Pittsburgh to build his system and sold a lot of them, partly because he had standardized components and connections so that almost all rolling stock could be coupled without modification. The success of his first system funded further research and development on the brake problem.

Sometime around 1870, Westinghouse had the flash of brilliance that made him rich and famous and train travel safe. The stroke of genius was that, counter intuitively, the *absence* of pressure should automatically apply the brakes. This meant that any failure in the pressure system, a leak or decoupling instead of leaving the train without brakes, would apply the brakes and prevent a runaway. Another feature of the new design was that brakes are applied simultaneously to all cars. The key component in the system was what Westinghouse called the triple valve since it controlled air pressure at three different points in the system. There was a pressure reservoir and a triple valve in each car. The valve controlled the car's pressure reservoir and both sides of the piston that actuated the car's brake linkage.

Here's how it works:



The train pipe runs the entire length of the train and is pressurized to about 100 psi by the compressor in the locomotive. The three-way valve monitors the pressure in the train pipe. If the pipe pressure is:

1. equal to the reservoir pressure, the system is charged and in equilibrium and all three valves are closed.
2. If the pipe pressure falls below 100psi, v2 and v3 open. Now the reservoir pressure (which is greater than the pipe's) pushes the piston to the right and applies the brakes. This causes the reservoir pressure to drop.
3. If the pipe pressure is greater than the reservoir, v1 is open to recharge the reservoir. V2 is closed and v3 is open allowing the pipe pressure (greater than the reservoir's) to force the piston to the left and release the brakes.

The engineer applies the brakes by lowering the pressure in the train pipe and releases the brakes by restoring pressure in the pipe. After years of use of the system, it was discovered that 'feathering' the brakes (repeated short applications) on a downgrade for example can deplete the reservoirs faster than they can be recharged. To guard against this kind of failure, there is an emergency section of each reservoir that is always charged to 100psi and takes no part in normal braking. The emergency system is also controlled by the valve (not shown).

If a connection fails or the train breaks, the pipe pressure falls to zero and the brakes are applied to the entire train.

There have been incremental improvements to Westinghouse's 1879 patent. One was in 1887 by Westinghouse (a man so inventive that he was still being awarded patents after he was dead). This was the so called quick action valve which dumped pipe pressure simultaneously in all cars, further alleviating the delay along the train problem. A test on a 4000-foot train showed a lag of less than two seconds from front to back. Another improvement is the emergency system described above, but the basic system is still in wide use. A few other systems are in use, typically in places that don't like American innovations (we're looking at you, England).

In 1893 the federal government made air brakes and automatic (Janney) couplers mandatory on trains in the United States, a change that cut the accident rate on the nation's rails by 60 percent. Westinghouse and Janney, the giants of modern railroad safety.

*Jim Feldman, SCWD Member*

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**SCWD Board of Directors  
Meeting Minutes  
August 13, 2018**



Themes for next year will be announced at the first meeting in the fall.

The Board of Directors meeting for the 2017-2018 South Central Wisconsin Division, Midwest Region, National Model Railroad Association was called to order at 7:00 p.m. on August 13, 2018 by Superintendent Bob McGeever. In attendance were Board members **Dave Lendved, Bob McGeever, Steve Preston, Phil Hottmann, Jerry Lawler, and Bill Clancy.**  
Absent: **Ken Hojnacki**

**Minutes Approval:** Motion to approve the Minutes for the June 2018 meeting was made by Dave L. and seconded by Bill Clancy. Minutes were approved.

**Paymaster Report:** Report included banquet expenses. Motion to approve the Paymaster report for June. Motion made, seconded and approved.

BOD reported that the SCWD would be meeting at the Zor Shrine facility through 2020.

**Committee Reports:**

**Achievement Program:** Ken H. was absent. Nothing to report

**Advertising:** One advertiser has not renewed their ad with SCWD resulting in a loss of one.

**Bad Order:** Includes pictures of picnic. Discussion about going online only for the publication. Savings of \$450 per month if we do so.

**Club Liaison** (Reports on activities with other clubs.)  
Nothing to Report – Position remains unfilled.

**Clinics:** September clinic will be Rich Mahaney who will present on ‘Repurposing Cabooses’. Refer to the 2018 schedule published in the Bad Order clinic subject. Bob Wundrock has agreed to lead the clinics programs for one more year

**Contests:** The board agreed to continue with the video contest that was begun this year. Board also agreed to contract the NMRA magazine Scale Rails to update them with this activity.

For 2018-19, BOD, member Sean Lamb, a professional photographer will assist the BOD with coordinating issues relating to intellectual property use and release forms associated with the video contest.

**Modeling Project for 2017-2018:** Theme for next year will be announced at the first meeting in the fall. It will be ‘Repurposing Cabooses’. Phil Hottmann has agreed to remain as modeling project chair for 2018-2019.

**Door prizes (Meetings):** Bill Weber is responsible for the meeting door prizes and has budget of \$1,000. He reports that all is well with meeting and banquet door prizes.

**Layout tours:** September layout tours will be in Lake Mills. Bob Boelter and a neighbor will be opening their layouts.

**Membership:** Steve Preston’s efforts at the Rail Show were very successful. There will be some minor adjustments for 2019 based on lessons learned from this year’s first effort. Discussion of acquiring a laptop computer for Steve to use for memberships.

Steve proposed providing several magazines to new members. These include the Atlas Wiring, and 7 Steps to HO Railroads.

**Picnic:** BOD agreed to return to Little Americka in 2019 as it has activities/rides for kids as well as a nice facility for the adults. We will again try to schedule the picnic at the same time as the park’s Whiskey River Days festival. Date: TBD.

**Rail School:** The date for the Rail School will be January 6, 2019. Bill Clancy agreed to coordinate the 2019 Rail School. He recruited Mike Vivion, Ken Hojnacki, and Phil Hottmann to supervise the Rail School activity. They will develop a theme for the school and set up teams of members to work on various aspects of the school with a slightly different approach. The group will keep the Board apprised as the plan takes shape.

The Division has acquired additional Blue Box models for distribution at the 2019 Rail School. We may need to get more based on a count of total existing and anticipated attendance.

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**





The Superintendent asked for volunteers to help him with set up and takedown of the Rail School room setup. A number of members agreed to come early to help set up and to stay later to help take down. This worked well in 2018 and the plan is continue this approach for 2019.

**Youth Group:** 10 adults and 8 children participated in a summer trip to the Illinois Railroad Museum and feedback was positive.

### New Business:

Proposed changes to the Bylaws Election of BOD officers. Item was discussed at length and will be reviewed again at the August meeting.

Rail Show new trains – Discussion to replace the wooden Brio trains used by the children's play area at the Rail Show. Research will be done to determine costs and availability.

WMR BOD meeting will be held in Rockford in October.

Zor Contract – Upcoming year's contract was presented and BOD discussed. No changes are planned by the Board. Room rates for this year remain unchanged. \$95 for Regular/Youth meetings, \$50 for BOD meetings. The total for these is \$2,070 for the year Banquet has been \$125 but may increase to \$250 for this year.

**Adjournment:** Dave Lendved moved for adjournment and Bill Clancy seconded and the Board approved adjournment at 8:15 pm.

Respectively submitted by  
Jerry Lawler, SCWD Chief Clerk

### *A few words from the new NMRA President Meet Pete!*



So who am I, and where am I coming from? I started "training," as did many of my peers, back in the mid-fifties with the Lionel set that somehow became a large (to me, anyway!) base-ment layout. That served until I found N-scale while in the US Navy. I joined the NMRA in 1973, and then moved onward to a house for a family and an HO railroad after graduate school. The rest, as they say, is history. Along the line, though, I earned my MMR, and have had multiple stints as a Director and/or Officer in several for-profit and not-for-profit corporations, including the NMRA, where I served two terms as a Director.

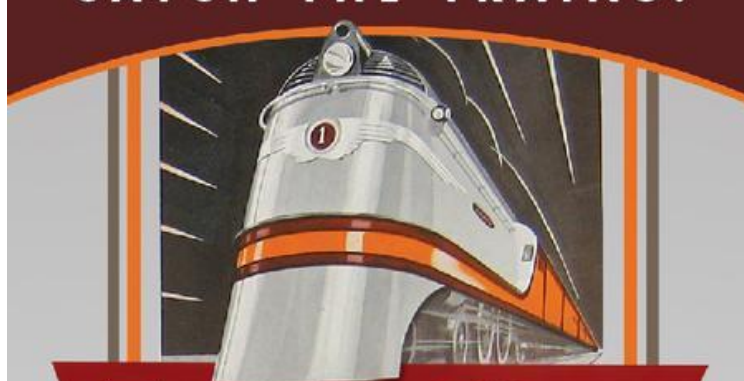
On to the Kansas City convention, and a good convention it was! The Board Meeting produced a number of good reports, we have a "clean" audit from the independent auditors, who are now using the NMRA as an example of Good Fiscal Management, our Partnership Programs are adding partners (think "discounts for purchases"), we're not competing with hobby shops, and the Model Railroading Exhibit at the California State Railroad Museum (CSRM) is slated to open in 2019. (The CSRM, by the way is now part of the Smithsonian Institution's museum system, so we have been invited into a world-class museum.) The Annual General Meeting on Thursday evening saw the "regime change," as Charlie handed the virtual gavel to me. I'm looking forward to the next three years as your President -- I'll have a good Board to work with, and that means a lot.

This is our Association, and we all need to work together to make things work. Let's Do It!



Read the "President's Letter" in it's entirety in the NMRA eBulletin

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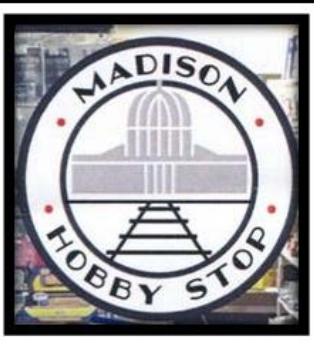
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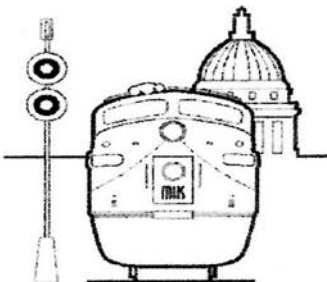
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The Hobby Depot – 835 17<sup>th</sup> Street – Monroe WI  
Madison Hobby Stop – 6622 Mineral Point Rd (inside Clock Tower) – Madison WI \*

\* = Train Show Ticket advance sales

### 2018-19 Meeting Time Table

<b>Regular Meeting</b>	<b>BOD</b>	<b>Youth Group</b>	<b>Train Show</b>
Oct 7, 2018	Oct 8, 2018	Oct 21, 2018	Oct 3, 2018
Nov 4, 2018	Nov 12, 2018	Nov 18, 2018	Nov 7, 2018
Dec 2, 2018	Dec 10, 2018	Dec 16, 2018	Dec 5, 2018
Jan 6, 2019	Jan 14, 2019	Rail School	Jan 2, 2019

