

THE WINNEBAGOLAND WHISTLE

THE OFFICIAL PUBLICATION OF THE WINNEBAGOLAND DIVISION
MIDWEST REGION – NATIONAL MODEL RAILROAD ASSOCIATION

VOLUME 47, ISSUE No. 2

SUMMER 2014

Two drunks were walking upgrade between the railroad tracks. One of them said, "this is the longest stairway I have ever been on." To this, the other replied, "It's not the stairs that bother me, it's the low banister."

COVER PHOTO:

One of the trains at Bay Beach Amusement Park in Green Bay.

During peak periods they run two sets; the other is red though unfortunately with the demise of WC and GBW they resorted to painting a "hot rod" scheme instead of mimicking a real railroad.

See related story inside.



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Superintendent's Report

By James C. Cruthers

Block your calendars for April 17-19, 2015 for the **Lake Shore Limited** to be held at the Holiday Inn at Manitowoc, Wisconsin. This is the name of the Midwest Region's regional convention scheduled for 2015 and being hosted by the WinnebagoLand Division. The members of the planning committee have been working hard on this convention. We have several days of activities planned, including twenty rail clinics that span Friday evening as well as Saturday morning and afternoon; non-rail clinics and activities; operating sessions and/or layout tours for the early bird arrivals for Thursday night and Friday afternoon and evening; a Saturday night banquet with speaker, Jim Hediger; vendors; and layout tours Sunday. We were given a great discounted ticket price for admission to the Maritime Museum plus a guided tour of the USS Cobia and are looking at arranging a tour of a nearby factory. When making your reservations to stay at the Holiday Inn reference: "National Model Railroad Association" for the special price. A small block of rooms will be held. Feel free to contact me with questions or if you are looking for additional information. More details may be expected!

Titletown Train Show (TTS) in April had good attendance and a lot of things to see. Our Division's spring meet in Waupaca was a well-oiled event with good clinics, good food, and great layout tours. The Division's fall meet is set for September 27th in Marinette and you can find a registration form on the WLD website under 'current meet info' so I do hope you plan to attend.

Until next time...!



WLD Annual Meeting

Minutes of the WLD Annual Meeting

May 10, 2014

Waupaca Recreation Center

407 School St., Waupaca, Wisconsin

Meeting: was called to order by Superintendent James Cruthers at 12:30 PM.

Minutes: of the Annual Meeting, May 11, 2013 were read by Chief Clerk Larry Easton. and were approved unanimously.

Photo Contest: Chairman Joe Lallensack presented certificates to the contest winners. There were 17 entries by six members. Only two categories were represented.

Prototype Color Prints:

First Place: Richard Hopfensberger – CN returning to Appleton Yard

Second Place: Rich Zahringer – Mongehela Ry. Heritage unit leading train

Third Place: Gary Stiles – Westbound empty ore train south of Gladstone

Honorable Mention: Fred Firkus – CN eastbound at Amherst, and Richard Hopfensberger – WSOR 3811 switching at Ripon

Model Color Prints:

First Place: Roger Hildebrandt – Loading rolls of paper at Kewaunee Paper Co.

Second Place: Richard Zahringer – SF GP50 at Clayton

Best of Show: Richard Hopfensberger – UP 4815 kicking up snow at Dalton

Judges: Randy Williamson, Dave Jasch and Joe Lallensack

Model Contest: Chairman David Allen presented certificates to the following winners:

Freight Cars:

First Place: Rich Cooke – PennCentral 15786 coil car

Diesel Locomotives:

First Place: Rich Cooke – GT 918 Plymouth WDT locomotive

Maintenance-of-Way Cars:

First Place: Rich Cooke – GTW 52265 scale car

Structures:

First Place: Rich Cooke – Bechaud Brewing Co. – merit award

Second Place: Eugene Much – Midland Fertilizer Plant – merit award

Third Place: Gordy Sauve - Power Plant

Display:

First Place: Mark Lasee – Run down farm – merit award

(Continued on page 3)

Editor's Note

By Todd M. Bushmaker

Hope everyone is enjoying the summer! It's a good one for those who don't like particularly hot weather, though I'll take as many days in the 80's as we can get just so I can build up something of an immunity to the cold we'll have in six months. Or at least that's what I'm telling myself.

Summer always seems to be the slow season for the hobby, as we're all busy trying to cram in as much outdoorsy stuff as possible. On the other hand our garden railroaders and live steam contingent really get to enjoy their setups, and often share them during open houses. My wife and I occasionally look wistfully at our flowerbeds and wonder if someday we'll have the time and inclination to add the fairy garden / railroad among the woodchips and daylilies!

Apologies that this issue is out a little late. Between being a busy architect and entertaining three kids I have found precious little time for model railroading, even though I have a lot to prep for in time for Trainfest. In addition, since many of you haven't been getting the last few Whistles, I've had to set up a new email distribution program (so my mailings don't get marked as spam by your filters). If you've received this, it's been a success!

I get sent many links to interesting (or not) stories about trains of one kind or another, so I've decided to include a few of them in this issue. If you've heard or read these already, I blame the lightning-fast timing of social media and the news cycle for not waiting until I could publish this quarter! Take them for what they're worth and otherwise please keep sending me stuff!

Finally, you may have heard previously that it is the intention of the Titledown Train Show (TTS) to eventually transition the management and ownership of the show to the WLD. This assumes there's enough interest and manpower within this spread-out Division; however I believe TTS represents exactly what the WLD should be doing to nurture the local hobby and foster its growth. If you're interested in getting a download of this last show, and "job shadow" for the next one, please contact me... if this is going to happen we need to identify people willing and able to take it on.

See you in Fall! tbushmaker@sbcglobal.net



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WLD Annual Meeting *cont'd*

(Continued from page 2)

Richard Eggert Award (*Best of Show – most points*): Rich Cooke – Bechaud Brewing Co.

Don Steffen Award (*Best of Show – popular vote*): Mark Lasee – Run down farm

Modeler's Showcase participants were:

Dave Allen – OSL 13621 stock car and SP-Cal 64542 CS-14a boxcar – merit award

Dave Leider – GB&W Waupaca depot

John Leow – C&NW “Dinky” combine under construction

Judges: John Leow and Dave Allen

Election of Officers: Mike Wadinski announced the results of the voting for 2014.

Superintendent: James Cruthers

Asst. Superintendent: Mike Wadinski

Paymaster: Scott Payne

Chief Clerk: Vern Ehlke

Jerry Nichols Award: Supt. Cruthers gave a brief history of this award and presented the plaque to Lynn Jasch for her volunteer efforts on behalf of the Division.

Fall Meet 2014: Marinette, WI – September 27, 2014.

Spring Meet, Midwest Region Convention: Manitowoc, WI

Next WLD BOD meeting: Strawberry Fest, Waupaca – June 2014

WLD Operating Session: Saturday, November 1, 2014

Old Business: None

New Business: Roger Wurtzel asked if any members would be interested in helping Todd Bushmaker run the Titledown Train Show next year. Dave Leider encouraged members to plan on attending the Midwest Region Spring meet and also send information, article, photos, etc. to him for use in the MWR Waybill.

Adjournment: The meeting was adjourned at 1:10 PM on a motion by Richard Cooke, seconded by Paul Leow.

Respectfully submitted,

Larry Easton

Chief Clerk

NMRA Economics

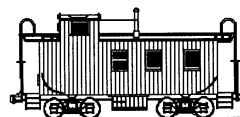
From Frank Koch, NMRA CFO

First, I'd like to share a few words on the sale of the building and the subsequent use of the sale proceeds. In about 2001, the NMRA liquidated the investment assets that were underwriting the Life Fund and eliminated a much less attractive building mortgage. Ever since, the Life Fund has had an internal paper “lien” on the building of about \$600,000. When we sold the building, the first \$600,000 was used to satisfy the “lien” and the Life Fund is again wholly backed by cash investments rather than partially funded by bricks. No additional funds from the sale were added to the Life Fund.

Second, the BOD established a permanent designated fund with the balance of the proceeds (just shy of \$300,000) plus they added an additional \$200,000 of the operating surplus from the 2013 fiscal year – a year much better than expected. In their wisdom, they agreed that this fund cannot be used for current operations and that the principal can only be used for extraordinary one-time purposes and only after consideration and agreement of the BOD. Simply think of this as the start of an endowment fund for the NMRA – the fund principal is designated for a specific type of use only. Now, let me continue the explanation of NMRA Economics in part 2.

Corporations (the NMRA is a legal corporation and not a club) often refer to their various individual financial elements as profit or cost centers or something similar. For convenience, the NMRA lumps similar parts of our “business” into four interdependent areas that share common attributes. Our four major cost centers are operations, magazine, non-dues programs, and the Howell Day Museum. Each cost center comprises several related activities. The approved NMRA budget (ex. Howell Day Museum) for 2014 is almost \$1.8M and contains a planned modest surplus as required by the Executive Handbook to cover unexpected expenses, shortfalls in income, or unique opportunities (all numbers are rounded and are thousands of dollars):

(Continued on page 5)



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The Dwight D. Eisenhower

Written by Scott Cooper Williams
Press-Gazette Media

A bumpy ride home has ended for Green Bay's prized train engine named after President Eisenhower.

The bright green Dwight D. Eisenhower locomotive is back at the National Railroad Museum in Ashwaubenon after a two-year adventure in Europe.

Plans are under way to unveil the rehabilitated artifact from World War II as part of a new exhibit in August.

Museum Director Jacqueline Frank said the locomotive sustained minor damage when some large bolts were torn off the front of the engine during the return trip. Repairs and repainting could cost about \$1,000, Frank said.

"That was a little surprise," she said.

The Eisenhower was shipped to a museum in England in 2012 for an exhibit celebrating British steam engine history. The borrowing museum agreed to pay all transportation costs and to perform a cosmetic restoration of the Eisenhower.

The locomotive was a gift from Great Britain following World War II as a show of gratitude for U.S. support during the war. It was named after the Army general and future president who had commanded allied forces in Europe.

Located at the Ashwaubenon museum since 1964, the locomotive has been displayed alongside two railroad cars that Eisenhower used to travel Europe during WWII.

The delicate process of transporting the 100-ton locomotive back home from England involved first shipping it across the Atlantic Ocean and then hauling it by rail from Canada back to Wisconsin.

Crews at the National Railroad Museum worked Thursday to gently move the Eisenhower into its new exhibit space. It will be kept under wraps until the August exhibit opening.

Frank said the anticipation of the locomotive's impending return was heightened by supporters who called and sent pictures after seeing it along the route from Canada.

"We're excited," Frank said. "And I'm just amazed at the community's response."

Bay Beach Trains

From Fox11:

With a round of applause almost as loud as the roar of an engine, the Green Bay parks committee welcomed a donation of three new trains and 3,000 feet of track.

"Bay Beach was just great and we thought what a great fit. It looked like the right size. It was a way to continue a lot of people enjoying the train," said Paul Woelbing.

Meet Paul Woelbing. His family owns Carma Laboratories, the makers of Carmex lip balm. His father also owned these trains. Now that both his parents have died, Woelbing wanted a new home for his father's favorite possession.

"We could have sold the train off, but my brother and I thought, really, a continuation of what my dad was about would be to donate it and I became aware of Bay Beach through the Zippin Pippin project," said Woelbing.

The city had been on track to expand the train tracks his fall at Bay Beach. So with the donations, what will that mean for the plan?

"The tracks are expected to go west in the new area of the park and the new expansion area. It could be that they go further, there will be plenty of track and equipment to expand it if they need to," said Doug McGee, with the group Friends of Bay Beach.

The Friends of Bay Beach will pay \$20,000 for a contractor to disassemble the track. Parks employees will go to Franklin to pick up the donation. The city estimates the cost for fuel at around \$1,100.

Friends of Bay Beach say the donation will make the expansion more affordable. "With the price of steel now, I think it definitely will be. I think it's a good addition," said McGee.

Woelbing says he hopes his father's train will keep more kids riding the rails for generations to come. The city council will still have to approve the donation at its meeting next week. The donated trains and track are valued at nearly a quarter million dollars.

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Model Railroaders**
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NMRA Economics *cont'd*

(Continued from page 3)

<u>Income</u>	<u>Expense</u>	<u>Surplus/(Deficit)</u>
<i>Operations</i>		
\$757	\$773	(\$16)
<i>Magazine</i>		
\$322	\$456	(\$134)
<i>Non-Dues Programs</i>		
\$700	\$495	\$205
<i>NMRA Total</i>		
\$1,779	\$1,724	\$55 surplus
<i>Howell Day Museum</i>		
\$351	\$539	(\$188)

Operations (about 40% of income) are all the activities that provide direct member services, with primary funding from dues, investment income, and other member fees. Operations include the expenses for the small permanent headquarters staff and leased facility (lease, utilities, insurance), agreed direct expenses for the elected and appointed officers, travel and lodging for the two required BOD meetings, region rebates, and all the member service departments. The International regions have their own direct operational expenses which are managed and funded locally and they remit only the portion of their dues that goes to support the member services that are available to all our world-wide members. The Regulations limit our ability to increase dues for inflation as we can only raise dues to reflect actual changes in inflation after the fact, and can only raise dues to match the inflation change since the last dues increase...so we are always slightly behind reality.

Operations include dues as the primary source of income. The BOD winter meetings are held in locations that offer the best combination of lowest total airfare and inexpensive hotels – we go cheap. The summer BOD meeting is always combined with the convention for efficiency and minimum cost.

The NMRA Magazine (about 20% of income) is the second major cost center and also operates at a modest deficit (about \$100K/year), by design, in order to keep subscription rates low for members. We periodically increase the subscription rates to recover the effects of inflation, but we do this after the fact so we are always behind the inflation effects. We cannot raise rates in anticipation of possible inflation; we can only react to cover increased costs. We tend to increase subscription rates at the same time as dues increases.


There are two sources of magazine income – subscriptions and paid advertising. We are fortunate that we have an aggressive advertising manager and that the model railroad industry supports the NMRA by advertising in our magazine. The magazine expenses can be lumped into four main categories: printing and distribution, editor, postage, and author payments. Our author payment schedule is comparable to the

commercial model press, though some of our authors donate their articles and receive no payment.

The Non-Dues Programs (about 40% of income) are a mix of activities that do not depend on dues for funding, yet provide a positive cash flow to off-set the deficits in operations and magazine. There are three parts to the Non-Dues Programs: Annual Convention and National Train Show, Fund Raising Programs (Company Store, Donations, e-Bay donation program, Calendar, Address Labels), and the Diamond Club. Collectively, these programs have broad voluntary participation and generally result in a positive impact on the overall NMRA financial stability.

The Howell Day Museum is considered a separate stand-alone cost center as it is funded exclusively by targeted donations by members and others committed to the project. No dues funds are used to pay Museum expenses. It completely pays its own way, including a portion of the headquarters building expense and administrative support costs. The major fund raising effort of the past several years is about to enter the construction phase in 2014. We thank all the members who have donated thus far and those who have pledged to donate in the future. This is an exciting project.

This is a brief explanation of the major cost centers of the NMRA. Over the next few installments, I'll discuss our assets and liabilities in general, a review of some of our liabilities in detail, and the various "funds" that we maintain and monitor. As we redesign the website, all this information plus a review of our audits and budgets will be on the website...please be patient as it is coming. If you have questions or thoughts, please feel free to contact me via my contact information in the magazine or on the website.



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Alternate View: Thomas the Tank Engine

A guest editorial from the British paper The Guardian, written by one Tracy Van Slyke.

The opinions expressed herein do not reflect the views of the Editor!

“There are many terrible children's programs through which parents must suffer during their child's young life. For every Sesame Street, there is an annoying Caillou or an acid-trippy Yo Gabba Gabba. But Thomas and Friends is – or was – the one show with enough subversive messages to make me turn it off for good.



“My son, now three-and-a-half years old, thankfully never never went through a manic train fascination like so many other children. But once in a while, he'd get a bug in his brain to watch

Thomas, and every time I sat and watched with him, I winced and groaned almost as much as Percy.

“When I heard the news this week, that the voice actor behind Thomas's incessant whinging quit the series because he was underpaid, I remembered all of the reasons that I cut my kid off from the show in the first place.

“Thomas and those friends are trains that toil away endlessly on the Isle of Sodor – which seems to be forever caught in British colonial times – and, on its surface, the show seems to impart good moral lessons about hard work and friendship. But if you look through the steam rising up from the coal-powered train stacks, you realize that the pretty puffs of smoke are concealing some pretty twisted, anachronistic messages.

“For one, these trains perform tasks dictated by their imperious, little white boss, Sir Topham Hatt (also known as The Fat Controller), whose attire of a top hat, tuxedo and big round belly is just a little too obvious. Basically, he's the Monopoly dictator of their funky little island. Hatt orders the trains to do everything from hauling freight to carrying passengers to running whatever random errand he wants done, whenever he wants it done – regardless of their pre-existing schedules.

“Inevitably, the trains get in a fight with or pick on one another (or generally mess up whatever job they are supposed to be doing) until Hatt has to scold one of them about being a “really useful engine”, because their sole utility in life is their ability to satisfy his whims. Yeah, because I want to teach my kid to admire a controlling autocrat.

“But there was one particular episode that caused me to put

the brakes on Thomas for good. It revolved around James, a red engine who is described in the opening credits as “vain but lots of fun.” (Wait, it's OK to be vain if you can show others a good time occasionally? Great – that's going in my Parenting 101 book.) In the episode “Tickled Pink”, poor vain James, is ordered by Topham Hat to get a new coat of paint. But while James has only had an undercoat of pink slathered on, Topham Hatt interrupts and demands that James go pick up Hatt's granddaughter and deliver her and her friends to a birthday party *right now*.

“James is mortified that he has to travel while pink and proceeds to hide from all the other trains along the way. When he's caught, the other trains – including Thomas – viciously laugh and mock him.

““What are you doing James? You're a big pink steamie,” says Diesel, the bad-boy engine. (For the record, all the “villains” on Thomas and Friends are the dirty diesel engines. I'd like to think there was a good environmental message in there, but when the good engines pump out white smoke and the bad engines pump out black smoke – and they are *all* pumping out smoke – it's not hard to make the leap into the race territory.)

“But once James gets back on the rails and picks up Granddaughter Hatt and her friends, all seemingly ends well because the *girls* love pink.

“Well guess what? It's not OK. You think a little boy watching Thomas is going to file away the lesson that pink is OK for boys? No, what kids remember is that James was laughed at, cruelly, over and over again, because he looked different and was clad in a “girly” pink color.

“And that's not even to get started on the female trains. Well, actually it's hard to get started on them, because they barely exist. Take a quick scan of the more than 100 trains and characters in the Thomas universe – it spans multiple books, toys and continents in addition to a TV show – and you can quickly count on two hands the number of lady trains that populate is Isle of Sodor. Emily – the only lady train to get name checked in the opening credits and the only one who regularly hangs out with the boy trains – is said to “know her stuff.” That's the sole description of her personality. What does that even mean?

“Last year, the British Labour shadow Transportation Secretary even called out Thomas for its lack of females, saying that the franchise setting a bad example for girl wannabe train engineers everywhere.

“At first blush, Thomas and his friends seem rather placid and mild. And there are certainly a lot worse shows in terms of in-your-face violence, sexism, racism and classism. But looks can be deceiving: the constant bent of messages about friendship, work, class, gender and race sends my kid the absolute wrong message.

“And really, that theme song makes me scream. Thomas can just go bust my buffers.”

Team Track

Division Officers

James C. Cruthers	Superintendent
Mike Wadinski	Asst. Superintendent
Scott Payne	Paymaster
Vern Ehlke	Chief Clerk
James C. Cruthers	Division Director

Board of Directors

Vern Ehlke	thru 10/14
Emory Luebke	thru 10/14
Dave Allen	thru 10/14
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Wally Rogers	thru 04/17
Roger Wurtzel	thru 04/17
Joe Lallensack	thru 05/17
Mike Wadinsky	thru 05/17
Dave Nitsch	thru 05/17
Todd Bushmaker	thru 06/17

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Todd Bushmaker	Whistle Editor & Ad Manager
Marv Preussler	Whistle Circulation Manager
Todd Bushmaker	Whistle Subscriptions Manager
Marv Preussler	AP Chairman
Wally Rogers	Membership Chairman
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Joe Lallensack	Photo Contest Chairman
Mary Eiden	Co-Webmaster
Michael Eiden	Co-Webmaster/Web Programmer
Vacant	Scout Coordinator

Classifieds

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On the Ready Track

- August 9-10** Calumet County Fair Steam Engine Train Show
- September 6-7** Wisconsin-Michigan Train Show Marinette
- September 13** [WLD Board Meeting - Soo Line Archives Building, 10:00 am Appleton](#)
- September 18-21** Soo Line Historical Society Convention – Ladysmith
- September 27** [2014 Winnebagoland Division Fall Meet - Marinette](#)
- September 27-28** Northwoods Train Show at Beefarama Minoqua
- October 4-5** Hub City Model Railroad Show Marshfield
- October 11-12** Indianhead Train Show Eau Claire
- November 8-9** Trainfest—Milwaukee

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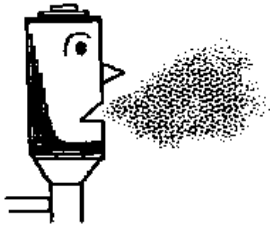
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2014 NMRA WINNEBAGOLAND DIVISION FALL MEET



Additional forms and info may be found at the Winnebagoland
Division website: www.wld-nmra.com



Hosted by:
WISCONSIN & MICHIGAN MODEL RR CLUB
of Marinette, WI and Menominee, MI

Enjoy an entire day of railroad related events at this year's WLD Fall Meet in Marinette, WI. Everything is under one roof (Best Western Riverfront Inn). Bring your models and photos along to share with your fellow model railroaders and for the NMRA-judged contests.

Schedule of Events:

- Registration (8:00-Noon)
- Swap Tables and Displays (8:00-Noon)
- Clinics, Slides, and Demonstrations (9:00-Noon)
- Photo & Model Contests (9:00-11:30)
- Luncheon and Guest Speaker - Jim Hediger (12:30-2:00)
- Home Layout Tours (2:00-6:00)

Clinics and Presenters:

- 9:00 - Micro Mini Scenes by Gregg Condon
- 10:00 - JMRI Operations by Skip Caswell
- 11:00 - German Railroads Slide Presentation
by Jim Hediger

Saturday - 27 September 2014
"General Public Is Welcome"



Meet and Luncheon: Best Western Riverfront Inn, 1821 Riverside Avenue, Marinette, WI

Luncheon Menu: Buffet-style chicken and beef tips with mushrooms, mashed potatoes and gravy and carrots

Admission: \$5.00 --- Meet Only (at the door)
\$17.50 --- Luncheon Only (must pre-register before 16 September 2014)
\$22.50 --- Meet & Luncheon (must pre-register before 16 September 2014)

----- CUT HERE -----

PRE-REGISTRATION FORM (required for luncheon) - Must be received by 16 September 2014

Name: _____ Address: _____

City: _____ State: _____ ZIP: _____ e-Mail: _____

Adult Meet Only Tickets (\$5 each): _____

Luncheon Only Tickets (\$17.50 each): _____

Meet & Luncheon Tickets (\$22.50 each): _____

Swap Tables (\$5 each): _____

Total Cost: _____

Return this form and payment to:

Lynn Jasch, WLD Registrar

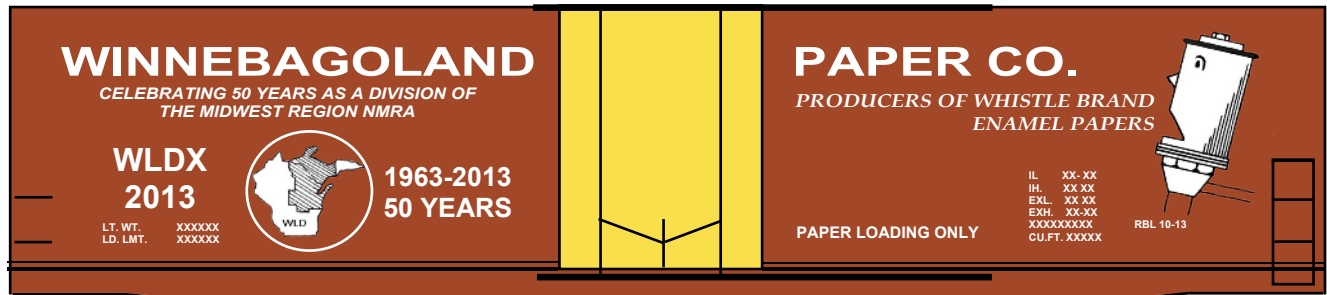
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50th Anniversary Winnebagoland Division/NMRA Winnebagoland Paper Co. 50' Plug Door Boxcar

PRODUCED BY THE WINNEBAGOLAND DIVISION OF THE NMRA



ABOVE: PRE-PRODUCTION RENDERING OF CAR. BELOW: ACTUAL KIT

In honor of the Winnebagoland's 50th anniversary, we're rolling out a special limited production run HO scale boxcar suitable for the 1960-2000 era modeler -or as a nice collectable.

Accurail's 50-foot welded plug door boxcar (with yellow doors replicating a car designated for "Paper Loading Only"), was chosen with a nod to our newsletter, *The Winnebagoland Whistle*. We feel the name of the company captures the paper-making area we reside in and makes it a car that's more plausible for running on your layout as compared to a pure anniversary car most divisions produce.



The kit features easy construction and comes with trucks and Accumate knuckle couplers. The plug doors glue in place.

Please print and fill out the order form below indicating how many cars you'd like. Send your order to:



WLD 50th Anniversary Cars
37 N. 6th St., PO Box 192
Hilbert, WI 54129-0192

ORDER FORM AND MAILING LABEL

(Please print clearly.)

Mail completed order form and payment to the return address below:

Cars	Quantity	Amount
WLD 50 th . Anniversary Boxcar @ \$20.00		
WI Residents add 5.00% Sales Tax (\$1.00 per car)		
Shipping		
Total Amount Enclosed		

from: WLD 50 th Anniversary Box Cars 37 N. 6 th St. Hilbert, WI 54129-0192 to: Name: _____ Address: _____ City: _____ State: _____ Zip: _____

SHIPPING: U.S.: 1-2 cars, \$6.00; 3-4 cars, \$7.00; 5-6 cars, \$8.00; etc. **Canada:** Add \$5.00 to U.S. shipping costs.

For orders to other countries, please remit U. S. shipping costs plus \$20.00 per order for surface mail or \$40.00 per order for air mail.

Please make checks payable to **WINNEBAGOLAND DIVISION** or "WLD"