

THE WINNEBAGOLAND WHISTLE

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

VOLUME 48, ISSUE No. 2

SUMMER 2015

Railroad iron is a magician's rod, in its power to evoke the sleeping energies of land and water.
-- Ralph Waldo Emerson (1803–1882)

COVER PHOTO:

Randy Williamson accepts the 2015 Jerry Nichols Service Award from Supt. James Cruthers, at the June 20th Board of Directors Meeting in Waupaca.

The Award is presented to people who in the eyes of the Board have gone above and beyond in the service of the Winnebagoland Division and the NMRA.

Thank you Randy and congratulations!



IN THIS ISSUE:

Editor's Note	2
MWR Convention Model Contest	3
Ashland's SOO Ore Dock	4
Layout Command Control	5
Crude Oil Tank Cars in the news	7
On the Ready Track	8

Superintendent's Report

By James C. Cruthers

First, I want to thank all of you for your dedication and hard work to make the Midwest Region convention, sponsored by the Winnebagoland Division, a great success! I had a fantastic planning committee to work with and everyone certainly did their part! We had a great turnout, fantastic clinics, good food, and everyone I spoke with seemed to have a great time. Plus, we made a profit for both the Division and the Region!

We had 103 registrations for the rail portion of the program from NMRA members and 15 non-NMRA members, 24 non-rail registrations, and 122 for the banquet. On Friday, participants were able to take part in Operating Sessions; we held a total of ten sessions (two morning, four afternoon, and four evening) with a total of 60 operators. The clinics began Friday evening and ran Saturday morning and afternoon. We had in the neighborhood of 20 rail clinics and four non-rail clinics. For those who attended the banquet we had good food, great camaraderie, an entertaining Master of Ceremonies (thanks Gregg Condon), a great banquet speaker, and lots of door prizes. Then on Sunday morning the Midwest Region held its Board of Directors meeting. We heard many positive comments about the convention. I know that I enjoyed what I was able to take part in (those of you who have sponsored or worked a convention you know what I am referring to).

I am looking forward to hear about the results of the survey about TTS Todd sent out. For the Division to 'take on' TTS would be a big undertaking and we will need a lot of support from the membership of the Division. Nothing has been finalized on this matter and the

(Continued on page 2)



Superintendent's Report

(Continued from page 1)

board has much more investigative work to complete before anything would be presented to the WinnebagoLand Division membership to consider. The survey was a quick way of getting a bit of information in this early stage.

We appear to be in good shape for our fall meet in DePere on September 26th thanks to the Green Bay Area Model Railroaders' Club; the meet's registration form is attached at the end of this newsletter. We still have a lot of work to do to get something in place for two meets in 2016 but I am sure we can pull it together.

At the last MWR Board meeting held the Sunday of the Region convention weekend, the Board passed the motion to accept and create language in the Region by-laws allowing Divisions to create Subdivisions within their area when there is a small group of NMRA members wanting to hold their own events and have them be part of the NMRA activities. This is specifically designed for a group where there are a number of NMRA members who would otherwise have to travel a great distance to attend many of the Division activities. The WLD Board has to put the language in place in our By-laws yet but we will begin to work on this. If a group approaches the WLD Board for approval to create a subdivision, they must follow all of the NMRA rules and this includes the Division rules and practices for events. When the WinnebagoLand Division Board of Directors met at Strawberry Fest in Waupaca, they agreed that one of the people who would be a 'lead' within the Subdivision would need to participate on the Board and attend Board meetings.

If you read the NMRA President's column in the last NMRA magazine there has been a lot of discussion about non-NMRA members attending NMRA activities. This has created quite a stir among people as there are some who believe the NMRA (Division) activities should be for NMRA members just like so many other organizations. There is, however, another camp that believes these events are what we can use to help draw new NMRA members into the fold. My understanding of the entire thing is that there seems to be an expectation that a non-NMRA member would be able to attend no more than three NMRA Division events before they need to join. This creates an entirely new environment for meets/events as it relates to relationships with other model railroaders. I am not looking for ways to 'police' events so we would need to have a plan for how to handle this. The WLD Board decided that there would be a 'surcharge' for non-NMRA members to attend NMRA-sponsored events within the WinnebagoLand Division.

We are still in need of new Directors for the WinnebagoLand Division Board. If you are interested or know of anyone who may be interested please have a discussion with them and have them contact me.

Editor's Note

By Todd M. Bushmaker

How cool was that?

Sounds like our division put on a heckuva show. At least all the feedback I've read was positive... the hotel, the clinics, the tours and operating sessions, even the food were praised. The schedule in particular seemed to be well-received by the MWR leadership; the concept of segregating all the major activities on different days sounds like it's worth copying for future shows. Fantastic job by the convention committee! What else can we do?

How about TTS?

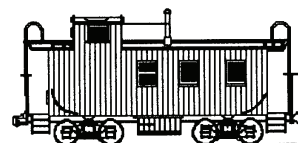
Thanks to all those who participated in the recent survey. We got a good selection of responses, but it's still open. If you'd still like to put in your 2¢ but haven't, let me know; I can send out more paper copies if necessary. Sounds like the Division membership is mostly split evenly about whether TTS is something it should tackle, but given the quality of the MWR convention this year, I don't think it's a question of ability. It's a question of will.

Next Meet!

So the Fall Meet is being hosted by one of my old haunts, the Green Bay Area Model Railroaders' Club. You might remember them from the big layout at the National Railroad Museum, which is where they spent their first twenty years. A change of venue was necessitated several years ago, and the new home in the De Pere (Kress) Library has rejuvenated their membership, their talents, their layout and their ambitions. I'd check out the meet for that reason alone, but they have lined up a quality program for September 26th!

As we go to press (how's that for an anachronism?) July 4th is coming up. Stay safe, enjoy the fireworks, your cottage, the road (or railroad) trip, maybe the new trains at Bay Beach or just a little work on your basement empire.

Keep on trainin'!



Finally, it gave me great pleasure to present the Jerry Nichols Service Award to Randy Williamson yesterday at the Board meeting held at Strawberry Fest. We normally present this at the spring meet and that would have been the MWR convention but Randy was not able to attend the convention. Randy was Superintendent when I got involved in the Division.

Until next time...!

MWR Model / Photo Contest

Courtesy of the MWR "Waybill"

MANITOWOC — One of the best parts of almost any NMRA convention or meet is the model and photo contest. It's a way for any member to display their skills, their particular interests, and explain their techniques. For me the excellent entries are an incentive to up my own game.

Congratulations to all the winners!

MWR 2015 Spring Convention Contest Results

- Diesel Loco: Bruce Schimel, IC Electric
- Passenger Car: David Leider, KGBW combo car
- Non-Revenue: Ken Mosny, Circus flat
- Structure, Off-line: Ken Mosny, Forster Broom Handle Co
- Structure, On-line: Mike Shockey, Signal control tower
- Display, Off-line: Jim Allen, "Cat Sixty at Work"
- Moskal Award: Marion Brasher (photo)
- Best of Show, Master: Jim Allen
- Best of Show, Novice: Ken Mosny
- Popular Vote: Jim Allen

Photo Contest Results

- Prototype Color: Marion Brasher, "Night Train to Silvas"
- Prototype B/W: Marion Brasher, "The Helper"
- Digital Print, Color: Richard Hopfensperger, BNSF 9326
- Digital Print, B/W: Tom Bruss, Soo 321
- Model Color: Marion Brasher, "Heavy Hauler"
- Model Color Print: Richard Hopfensperger, ATSF 2849
- Model B/W Print: Mike Hirvela, MILW 1643
- Best of Show: Tom Bruss, #11 IC 9602 & GTW 4620

Photos below by Walt Herrick



David Leider's KGBW combo



Jim Allen's "Cat Sixty at Work"



Bruce Schimel's IC Electric



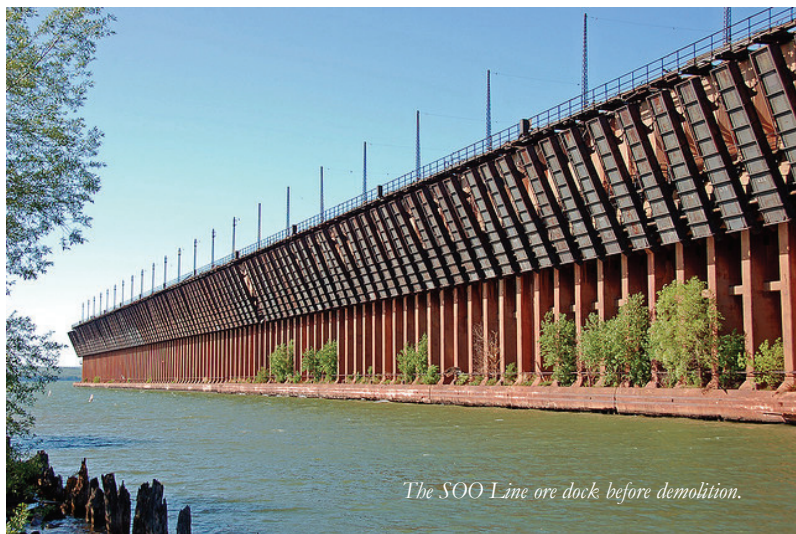
A selection of models and awards at the MWR convention from Don Manlick, for whom the convention was dedicated. Fred Firkus photo.

Ashland's SOO Dock Redevelopment

By Rick Olivo, Ashland Daily Press

Less than a year after the deck of the former Soo Line Ore Dock was reopened to the public, work is moving forward towards a goal of redeveloping the dock for use as a public recreation and tourism attraction.

At the moment, aside from a few picnic tables and some life rings, the dock itself is not much more than a pea-graveled surfaced concrete lined dock that extends out into Chequamegon Bay about 900 feet before a chain-link fence halts access to the second half of the dock foundation. Anglers wet a line, casual walkers stroll out to the fence and sightseers watch the sun set over the Bayfield Hills every evening.



The SOO Line ore dock before demolition.

It's a great place, as far as it goes, but it is glaringly short of some pretty basic amenities like restroom facilities, and as those who went there to watch the Fourth of July fireworks display found out, it is woefully short of adequate parking for any kind of a public event. It is also a difficult location for the handicapped to access.

It is a situation that City of Ashland officials are well aware of, and are currently working to address. "We are moving forward with Phase One design," said Ashland Planning and Development Director April Kroner. "We are working to hire a consultant to help us with that process."

"Last year when the city acquired the ore dock, we had the Dock 'N Brats event, with a great turnout," Kroner said. "During that event, and for a few weeks prior and after, we accepted public comments about what to do with the dock. Kroner said the themes that kept coming up were for recreational uses, calling for a fishing pier, and an observation area.

Among the comments were suggestions for restaurants, food vendors and the like. However, Kroner said operations like those were limited because the city can't build any structures on the dock, because the dock itself is built on

the lakebed, which is owned by the state and only leased by the city.

But the strongly expressed main desire by those who submitted comments was to create a place that people would want to visit, a feature that would attract people to the Ashland area. "One of the things that we have as a goal for Phase I is access to the entire dock," she said.

Kroner noted that although the city has slightly more than \$3 million available in a trust fund from the settlement with the Canadian National Railroad through which it obtained the dock, the funds for the project were not unlimited and needed to be carefully considered before being expended. "For a project of this scale, that really doesn't go that far," she said. "So we are going to be looking for opportunities to use the dollars we have to leverage grant funds and to try to get the public involved, to use crowd funding sources and think of unique ways we can use to make those funds go further."

Kroner said the efforts of the "Rock The Dock" organization were extremely helpful in that regard. "What we are hoping to do is to start the planning process this fall," she said. "There will be public input throughout this process as we move forward. We will have a consultant team look at the engineering side of things; structurally what kind of condition the dock is in, what needs to be done."

Given all the pre-development work that needs to be done, realistically, it will be 2017 before construction takes place on the dock. Meanwhile, the dock is currently open to the public for fishing and strolling and other events. "There was quite a crowd out there for the Fourth of July fireworks, and I am told that there has been at least one wedding out there," Kroner said.

Kroner said there were many purposes to which the dock could be used for, many of which have yet to be thought up. "There is so much potential with it, it's an exciting project and one I think the community is really excited about,"



Google Earth photo of the dock foundation's current condition.

Maybe you've heard about Layout Command Control, or LCC, and already understand it. Maybe you've seen the ads about it and wondered what it was. Regardless of where you fall on that continuum, here are a few answers to some of the questions you may have about LCC.

Exactly what is LCC?

LCC stands for "Layout Command Control," and it's a system for controlling all the functions on your layout that don't have to do with how fast the locomotive is moving -- things like signals, or sounds, or passenger car lighting. Some of you may have heard of "NMRA Net." LCC is NMRA Net, just under a different name.

You probably know what DCC is -- digital command control. DCC allows you to run a "command bus" (in other words, one pair of wires) around your layout and attach your track and stationary decoders to it. So when you push the "bell" button on your DCC throttle, your DCC command station sends a signal through the DCC command bus to the track and your sound decoder generates a "bell" sound.

When DCC was designed 20 years ago, its developers had no idea how many products manufacturers would develop using DCC, so that today, the command bus is really getting crowded carrying DCC commands for multiple engines, sound, lights, stationary decoders, etc. Having all those commands traveling on one wire is like pouring a gallon of water through a funnel -- eventually everything gets backed up and has to wait.

That's what's happening today with DCC. There are so many signals traveling through the command bus that sometimes they don't reach their decoders for several seconds. So, for example, when an operator turns down the speed of his locomotive, it may not respond for several seconds...and that could mean disaster in some cases.

LCC, or Layout Command Control, is designed to take some of the burden off the DCC bus by routing all the non-locomotive commands through a different pair of wires...the LCC bus. Only the locomotive control stays on the DCC bus. And because the LCC command bus is taking the burden off the DCC command bus, there are far fewer signals on the DCC command bus, so locomotives can respond within a split second.

In addition, LCC is a bi-directional bus, so that LCC products can both receive commands and reply to them. This allows additional features such as status reporting and easy, intelligent configuration of those products.

What does the NMRA have to do with LCC?

Just like the NMRA set the standard for DCC 20 years ago, we've now set the standard for LCC. A group of in-

dependent volunteers who are both model railroaders and experts in electronics got together and developed concepts, protocols, interfaces, and documents for LCC. That group calls itself OpenLCB. And we owe all of those modelers a huge debt of gratitude for the time and effort they've put into LCC. That group developed the standards, and the NMRA approved them.

The NMRA has no vested interest in any one manufacturer or product, and we certainly aren't going to be making products - that's up to manufacturers. We just set and approved the standard that manufacturers will use.

Will LCC have the same interoperability as other NMRA standards?

Yes. That's what the "standard" means. When the NMRA approves a standard and distributes it to manufacturers, and when manufacturers follow that standard, all LCC products should be interoperable, meaning, you can mix and match different manufacturers' products in one LCC setup.

What products are available now for LCC?

Because the NMRA just approved and released the LCC Standard to manufacturers, as of this writing (late June, 2015) there are currently no products that we know of that are ready for LCC. However, manufacturers have known about LCC for a while, so many have probably come up with some pretty cool ideas that will use it. Some may have already started building and designing products. Now that they have the LCC Standard, the manufacturers can continue developing LCC products. The best way to get manufacturers interested in making LCC-compatible products is to ask them what they've got planned for LCC. Let the manufacturers know you're excited about LCC and waiting for products!

(Continued on page 6)



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Layout Command Control

(Continued from page 5)

Will LCC work on my DCC layout?

Absolutely! DCC and LCC are totally compatible. LCC doesn't make DCC obsolete. In fact, it's just the opposite! Because LCC is taking some of the workload off of DCC, DCC can run smarter and faster again. But no matter what brand of DCC system you currently use, LCC will work with it.

Will LCC work on my DC layout?

Yes. No question about it.

What do I need to get started with LCC?

You'll need LCC-compatible products -- in other words, products designed for LCC, based on the LCC Standard the NMRA just released. However, manufacturers will undoubtedly also develop LCC products to control existing accessories. These will probably be just like today's DCC decoders -- small, compact, and easy to wire.

Will LCC be expensive?

Right now it's impossible to say, since we need to wait for manufacturers to begin developing and pricing products. But the LCC standard was developed to strike a good balance between the cost of materials and the features and performance, and LCC accessory boards are expected to be comparably priced to existing, equivalent products.

Will LCC be easy to use?

In theory, yes. And we say "in theory" because, again, as of this writing there aren't any products out there. But the way the LCC Standard is set up, most LCC-compatible products should be plug-and-play. In most cases and LCC accessory can teach another one how to respond to it, and vice versa. In addition, programs such as JMRI will be able to detect and configure LCC accessories, because LCC products can announce and self-describe themselves.

What kinds of products can we expect from LCC?

LCC is extremely flexible and easy to adapt to a wide variety of products. So virtually anything a manufacturer can dream up can use LCC. Some examples are signal systems, intercoms and phones, structure lighting... even room lighting could conceivably be controlled over the LCC bus. Again, it all depends on the demand, and what manufacturers can come up with. So start talking to manufacturers and asking them for products!

Why wasn't LCC integrated into current DCC systems?

The DCC command bus (sometimes called "the pipeline") just isn't big enough to carry both DCC commands and LCC commands. LCC needs its own pipeline, and that pipeline was designed to accommodate many more commands (also called "throughput") than the DCC bus.

Why is the LCC command bus so special?

When DCC was first invented, the developers had no idea how many commands would eventually be sent down the command bus, so they didn't think it needed to be very large. The LCC command bus was just designed recently. Knowing how popular DCC is and envisioning the possibilities of future products, the LCC developers made the LCC command bus much faster. In fact, it has 10 to 1000 times more throughput than the DCC bus. In other words, it's a much bigger pipeline.

Will layouts have to be "programmed" for LCC?

Yes, but the developers learned some valuable lessons from the way DCC was set up for programming. Rather than relying on cryptic CV numbers and binary/hex values, LCC programming was designed to be programmed in plain language. The LCC product itself presents plain language option fields, and you place plain language values into the field...whether it's a decimal number or a selection from a drop-down menu. Plus, descriptive text provides you with a detailed explanation of each field without your having to dig out the user manual.

That's a brief look at LCC, and answers to some of your initial questions about it. Find out more about LCC and LCC products by contacting model railroading manufacturers. Ask them what plans they have for LCC products, and tell them you're interested in getting all the benefits of this great, new standard!



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Crude Oil Tank Cars

Collected from various sources—Ed.

In May the U.S. Department of Transportation released safety standards for tank cars used to haul more than one million barrels of highly flammable crude oil daily, most of it from fields in North Dakota through suburbs and cities on their way to refineries across the country and Canada. Based on draft rules released last July, the regulations give tank car owners two or more years to retrofit tankers known as DOT-111s to a safer design that are less likely to rupture in a crash.



Accidents in February and March triggered major fires in Illinois, West Virginia, and Ontario. Amid concerns the new DOT rules won't put an end to oil-train explosions, Senator Maria Cantwell, a Washington Democrat, has introduced legislation that would require railroads to stop transporting oil in "dangerous" DOT-111s immediately. It would also require the DOT to set a maximum threshold for the volatility of oil carried by train, shifting some responsibility to oil producers.

While Cantwell's bill awaits consideration, the DOT has added restrictions on oil trains. On April 17 the agency issued an order requiring trains carrying flammable oil and ethanol through urban areas – including New York, Chicago, and Washington – to slow to less than 40 mph, a speed limit some railroads voluntarily agreed to in 2014. "This order is necessary because of the recent occurrence of railroad accidents," the department said.

It comes after many railroad industry groups warned in

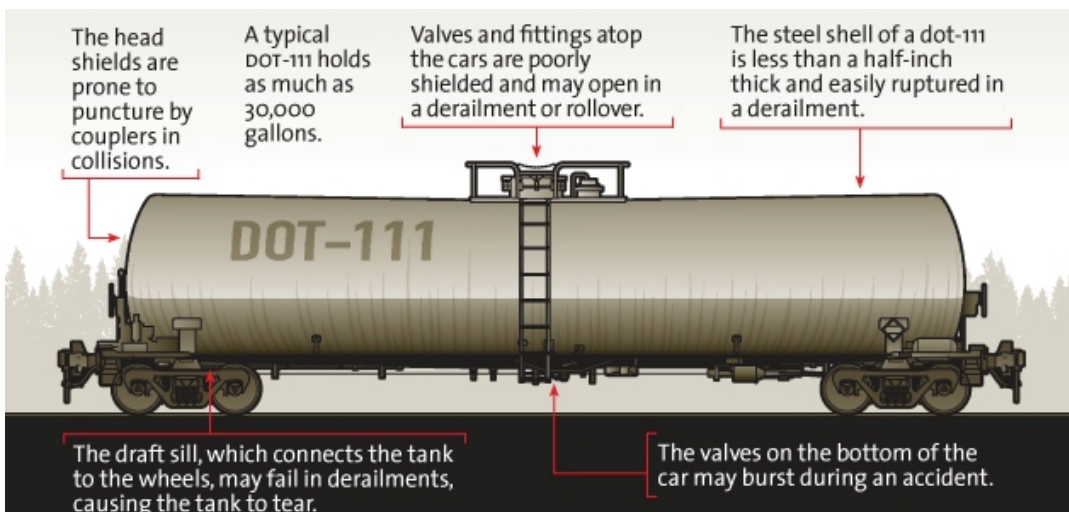
public comments that the proposed phase-out of DOT-111 tankers carrying Class 1 flammable materials by October 2017 and a phase-out of those carrying Class 2 liquids by October 2018 will lead to shortages of tank cars.

In a joint filing, the Association of American Railroads (AAR) and the American Petroleum Institute (API) contend the tank car industry doesn't have the capacity to retrofit the estimated 143,000 tank cars that would need to be modernized to meet the new specifications. Nor can manufacturers build new tank cars fast enough, they say.

About 70 percent of crude oil shipped to refineries from the Bakken Shale Formation in North Dakota and Montana — and 70 percent of ethanol shipped to refineries — is transported by rail, according to the American Fuel and Petrochemical Manufacturers, a trade group representing 120 U.S. refineries.

U.S. crude production is booming on the shale revolution, but pipelines are lacking. Crude by rail has soared in recent years.

A 2013 report by the Association of American Railroads says that the "spill rate" for railroads is lower than that of pipelines. But recent accidents are changing that view. And engineers believe that oil from the Bakken play may be more flammable than traditional heavy crude.



In 2013, a BNSF train derailed in North Dakota, spilling 400,000 gallons of crude. Earlier that year, an MMA crude tank train jumped its rails in Quebec, killing 47 people, destroying at least 40 buildings and spilling 1.5 million gallons of oil.

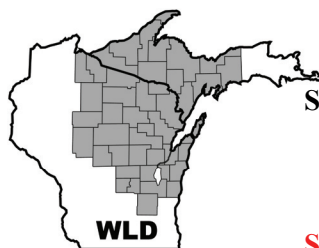
Team Track

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

Emory Luebke	thru 10/15
Dave Allen	thru 10/15
Wally Rogers	thru 04/17
Roger Wurtzel	thru 04/17
Joe Lallensack	thru 05/17
Dave Nitsch	thru 05/17
Todd Bushmaker	thru 06/17
John Leow	thru 06/18



Note: There are three (3) open spots for anyone interested!

Committee Chairs

Todd Bushmaker	Whistle Editor, Ads, Circulation, Subscriptions
Marv Preussler	AP Chairman
Wally Rogers	Membership Chairman
Emory Luebke	Clinic Chairman
James C. Cruthers	501(c)3 Committee Chairman
Lynn Jasch	Convention Registrar
Vacant	Convention Co-Chairman
Vacant	Convention Co-Chairman
Vacant	Company Store Chairman
David Allen	Model Contest Chairman
Joe Lallensack	Photo Contest Chairman
Mary Eiden	Co-Webmaster
Michael Eiden	Co-Webmaster/Web Programmer
Vacant	Scout Coordinator

Please note the vacant positions and let the Superintendent know of any possible interested parties!

Classifieds

[\$10/year per ad]

This space available!

www.wld-nmra.com

Facebook:

“WLD Division, NMRA”

On the Ready Track

July 18

LaCrosse Rail Fair, Copeland Park:
<http://trc.trains.com/events.aspx?page=info&eventid=19758>

August 23-39

NMRA National Convention
Portland Daylight Express:
<http://www.nmra2015portland.org/>

September 12

WLD Board Meeting
Kress Family Library, De Pere

September 17-20

Soo Line Convention, Hudson WI:
<http://www.sooline.org/Events/conventions.shtml>

September 26

WLD Fall Meet, De Pere:
http://www.wld-nmra.com/PDF_Files/fallMeet2015Form.pdf

October 3-4

Hub City Model Train Show
Marshfield Community Center, WI

November 14-15

Trainfest:
<http://www.trainfest.com/>

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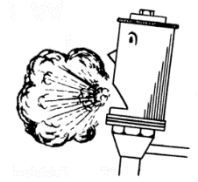
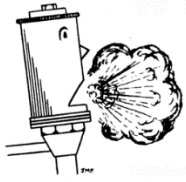
The WinnebagoLand Division, MWR, NMRA

and the

Green Bay Area Model Railroader's Club

Presents the

2015 WinnebagoLand Division Fall Meet – Saturday, September 26, 2015



An entire day of learning and camaraderie is what you'll find at this year's WLD NMRA Fall Meet.

SCHEDULE OF EVENTS:

- 8:00 – 10:45 AM – Registration
- 8:30 – 11:30 AM – Model Contest – (Judging 11:30 – 12:30)
- 8:30 – 9:30 AM – D. Fredrick – Basic DCC
- 8:30 – 9:30 AM – F. Firkus – “Weathering”
- 9:45 – 10:45 AM – D. Fredrick – Advanced DCC
- 9:45 – 10:45 AM – G. Condon – “Scratchbuilding Structures with Styrene”
- 11:00 – 12:15 PM – Kalmbach's Jim Hediger – “Building a Double Decker Layout”
- 12:30 – 1:30 PM – Luncheon
- 1:30 – 6:00 PM – Tour – Green Bay Area Model Railroaders Club Layout
- 2:00 – 4:00 PM – Tour – Luke Lemmins Layout
- 3:00 – 5:00 PM – Tour – John Grom Layout

Meet location: Kress Family Library – Lower Level
333 N. Broadway, DePere, WI 54115

- ADMISSION:**
- Meet Only (at the Door) = \$5.00
 - Pre-Registered Luncheon Only = \$10.00
 - Pre-Registered Meet and Lunch (Burgers and Brats with fixin's) = \$15.00

Pre-Registration Form (REQUIRED for Luncheon) – Must be received by 9/22/15

Name: _____ NMRA # (if applicable): _____

Address: _____ City: _____ State: _____ ZIP: _____

Email address: _____

Additional people: How many? _____

Guests name: _____

RETURN THIS FORM AND PAYMENT TO:

Meet only: # people ___ x \$5.00 = \$ _____

Lunch only: # people ___ x \$10.00 = \$ _____

Meet & lunch: # people ___ x \$15.00 = \$ _____

Lynn Jasch, WLD Registrar
1850 Adler Way
Green Bay, WI 54303

PLEASE MAKE CHECK PAYABLE TO:
WINNEBAGOLAND DIVISION

Total enclosed: = \$ _____