



# The WinnebagoLand Whistle

The Official Publication of the WinnebagoLand Division  
Midwest Region- National Model Railroad association

VOLUME 56, ISSUE No. 4

SUMMER 2024

## Photo

*Amtrak  
Passenger  
Station on the  
Milladore  
Rudolph &  
Eastern*

*Photo courtesy:  
Paul Hillmer*



## Superintendent's Report

*Paul (Tree) Hillmer*

Just got home from a perfect spring game at American Family Field where I saw the Brewers beat the Pirates 10-2. I hope everyone is getting a chance to get out and enjoy spring and summer by the time you read this.

It's been a busy spring in our WinnebagoLand Division. I can report that our spring meet was a blast. On April 6, 2024, we gathered for the "Quick and to the Point" WLD Spring Meet at St Paul's United Methodist Church in Stevens Point. Roger Wurtzel and the Tuesday Morning Group did an outstanding job putting it together.

In the morning, we had clinics and a modeler's roundtable. There was also a model and photo contest which had many entries and kept the judges busy. Lunch was provided by the local Boy Scout troop and included barbecue pulled pork and turkey sandwiches. WOW, it was good! After lunch and following our annual meeting, we had 6 awesome home layout tours, and the Bancroft Depot was opened for us. Check below for more information and photos, but I can say it was a great day. Thanks for all involved. The attendance was approximately 40.



Our Fall Meet date is set for Saturday October 5th in North Fond Du Lac. The Fond Du Lac Society of Model Railroad Hobbyists will be our host. It has been a long time since a meet was held in Fond Du Lac, so a huge thank you to the guys. We will have morning clinics along with model and photo contest. Lunch will be provided as extra fare by the local cub scout troops. And of course, layout tours are being set up. The Ripon Club is also going to be open for us. And should be some amazing layouts to see. So, plan accordingly. Get those models and photos ready! The location is: North FDL Community Center, 280 Garfield St, North Fond Du Lac.

The 2025 Meets are also coming together. Phil Herman is working with the Sheboygan Society of Scale Model Engineers ([www.sssmre.org](http://www.sssmre.org)) and the date will be Saturday March 22. The Sheboygan Club has rented Blue Harbor and will be doing a one-day train show there along with our Spring Meet! Dave Rickaby is already working on the fall 2025 for Marinette Menominee. Date TBD.

Our 27th Annual WLD Operating Day is set for Saturday, November 2 in Green Bay. Luke Lemmens is working with me and will be hosting on his incredible double deck HO SOO Line, Mike Wichowski will have his multi-deck Denver Rio Grande layout open, and we will be talking to the Green Bay Club too. Perhaps we could do the club on Friday night? I am excited to put this together. All division members, novice or expert, are welcome to attend. If you are new to operating, we will team you up with someone who is experienced. We have not been in Green Bay for a long time, and it will be a fun day for a whopping \$5 WLD donation.

And finally, we will be getting back to our bimonthly Workshop Wednesday Zoom meeting. We shoot for mid-month and Vern Ehlke sets up and monitors the ZOOM call in between 7pm and 9pm. Our last one was May 8<sup>th</sup> and Gerry Ring gave a presentation on his layout and awesome workshop. Then we all discussed what we had going on our “work benches.” Next one will be mid July, and we would like to have Al Archer talk about his tips on air brushing. Phil Herman is working on a presenter in September. However, we

have agreed it is not just a “presenter” format, but one where we can all chime in. Hey, it is free, and it is fun, and it is model trains.

And that is all for this issue. I hope everyone has a wonderful summer!

## In This Issue

*Gerry Ring, Whistle Editor*

This is the final issue of volume 56, the summer issue. It makes sense to be on an “academic” calendar since this syncs The Whistle with WLD activities which begin in the fall and finish in the summer. Moreover, this means that the winter issue will cover the Fall Meet, and as you can see, the summer issue covers the Spring meet.

Years ago, I edited a newsletter for a professional organization that held educational meetings on various important topics. Each meeting had several presentations held in the style that the WLD calls clinics. Back more than fifty years ago, there was no internet or email and the only choice for photographs was black and white 35mm cameras. There were only two types of photos: the shoulder-to-shoulder “say cheese” lineup, and when awards were given, the grip-and-grin.

Now in the days of smart phones with cameras more powerful than the most expensive Nikons of those days every photo is in color and a lot more interesting than the lineups of the past. Furthermore, those professional meetings also had tours, but they were always “no photo” events. Fortunately, our WLD layout tours don’t have those restrictions and people attending our tours take numerous photos. In this issue we will present a small selection of those photos. But a larger number of photos appear in the Winnebagoland Division public Facebook group. The page is: <https://www.facebook.com/groups/658173494315222>.

Clearly, the Winnebagoland Division has multiple access points for you to experience.

# 2005 Officer Election

*By Verne Ehlke, NMRA Clerk*

The Winnebagoland Division Officer Election was held using Election Buddy from March 27, 2024, to April 4, 2024. There were 30 votes cast of 100 possible. The results are presented below:

WLD NMRA Superintendent

Paul Hillmer: 29 votes 96.67% (winner)

Other: 1 vote 3.33%

WLD NMRA Assistant Superintendent

Phil Herman: 30 votes 100.00% (winner)

WLD NMRA Paymaster

Paul Mastalir: 30 votes 100.00% (winner)

WLD NMRA Clerk

Vern Ehlke: 30 votes 100.00% (winner)

## In The Hopper

*Paul Hillmer*

After I graduated college, I drifted back into one of my favorite hobbies, model trains. 1983 saw me buy a used Bachmann N Scale train set at Maxwell Street Days. And I was off and running in the hobby.

Like many of you, I enjoyed “playing with trains” as a kid and seeing sceniced model railroads. From the get-go, I was very intrigued by what real railroads do, car forwarding (and people forwarding). Real trains don’t run in endless loops unlike race cars and slot cars. So, it didn’t seem right for model trains to behave like slot cars.

Reading through model train magazines articles on train layouts, written by such great authors like John Allen and Frank Ellison, I was intrigued by the incredible layouts they described, and their descriptions of operating these layouts in a realistic fashion. So even with my first 1984, 4x8 N layout, the Rocky Top, I was planning on having spurs to switch and build trains. I bought John Armstrong’s book on layout design when it first became available. This book was a huge influence on me, and I still refer to that book on occasion!

Fast forward to the 1990s and we moved to Appleton. I became involved with Paper Valley

Club (PVMRC) and NMRA Winnebagoland Division (WLD). Both were awesome venues to not only play with trains but talk to people who are interested in operating their layouts.

Through the WLD, I met Dave Rickaby who was already operating his W&M layout. He invited some of us from the PVMRC and the WLD to his house for an operating session. I was nervous since it was my first real operating session, but excited too. Then Roger Hildebrand invited us to an operating session hosted by the Waupaca Area Model Railroad Club (WAMR) when it was housed at Willard Wilde’s house in the 1990s. This idea rapidly expanded into the desire to have more operating sessions.

Dave Rickaby writes “It was my idea. When I was still on the WLD BOD, I had read about something the Calumet Division was doing. They had a yearly operating weekend in their division. Since this was in the Chicago area, their population was large and layouts were easy to find. I had read that the operators would operate one layout in the morning and another one in the afternoon. I saw this as an opportunity for our division. Since our division is so geographically large, we would have to travel to the other cities within the WLD and cut it down to one day. And having a post-op meal at a local restaurant gave everyone an opportunity to get together for a good meal and a chance to talk about the days experience.”

So, on 11/1/1997 the first annual WLD Annual Operating Day began. We have tried to stick to the first Saturday in November since it is after the Fall Meet and before Train Fest. The post dinner has sort of gone to the RIP track, but meeting for lunch has replaced it.

For those who have not done this, I can tell you that I was nervous the first couple years. And for the first couple times I hosted, had a lot of anxiety. It did not help that I had two things happen which to this day I still get teased about:

1. Derailed a train at Willard Wilde’s layout and shorted out the whole layout mid-session. It took a long time to get it back up and running. Early DCC if I remember right.



2. Had my antenna from Dave Rickaby's radio headset get caught in the florescent light fixture. I suddenly saw sparks in front of me. And blew the circuit to his layout and basement. The headset antenna welded onto the ballast of the florescent light fixture.

Here is the list of all the WLD Operating Days, (please let me know if there are corrections):

- 11/1/1997 – Waupaca
- 11/7/1998 – Marinette / Menominee
- 11/6/1999 – Appleton
- 11/4/2000 – Manitowoc
- 11/3/2001 – Waupaca
- 11/2/2002 – Wausau
- 11/1/2003 – Green Bay
- 11/4/2004 – Sheboygan
- 11/5/2005 – Appleton
- 11/4/2006 – Waupaca
- 11/3/2007 – Manitowoc
- 11/1/2008 – Stevens Point
- 11/7/2009 – Appleton
- 11/6/2010 – Sheboygan and Manitowoc
- 11/5/2011 – Waupaca
- 11/3/2012 – Manitowoc
- 11/2/2013 – Waupaca (and then FROG begins)
- 11/1/2014 – Sheboygan
- 11/7/2015 – Waupaca and Larsen
- 11/5/2016 – Appleton
- 11/9/2017 – Appleton and Larsen
- 11/3/2018 – Neenah and Greenville
- 11/2/2019 – Plymouth and Cascade
- 11/7/2020 – None Covid canceled
- 11/6/2021 – Waupaca and Larsen
- 10/2/2022 – Wausau
- 11/4/2023 – Manitowoc
- 11/2/2024 – Green Bay

So please join us in Green Bay this November. If you are a novice, do not worry. We are all friends and will team you up with an experienced operator. Let's keep this fun event going. Look for Facebook Event for sign up and registration sheet on the web site later this summer.

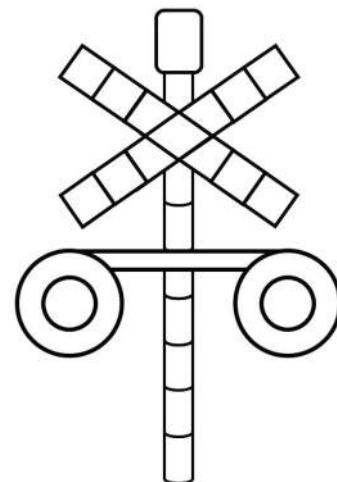
## 2024 Spring Meet

### Modeler's Roundtable

The modeler's roundtable is proving to be the pivot of WLD's semiannual meets. There is a story behind every model that is not evident in the finished model itself. For instance, John Leow spoke about the problem of zinc pest in his collection of craft kits manufactured before 1960 and demonstrated the damage that had occurred in his collection. Impurities in the zinc metal cause the casting to expand and create cracks. And Roger Wurtzel spoke about the fact that Walther's Cornerstone kits frequently represent older structures that need to be updated to modern standards. Overall, the discussion was lively and educational.



*Roger Wurtzel discusses construction details of his "Slow Meat Co."*



## Photo Contest Winners

*Joe Lallensack Photo Contest Chair*

It was a decent contest with 6 entries from only 2 entrants. It was a good selection of photos, but we sure could have had more. I want to thank Dave Nitsch and Vern Ehlke in assisting me in the judging. We enjoyed the photos that were submitted.

Remember, everyone has a chance to win at the contest, but you need to bring something to enter! All we ask is that the photos be at least 5 x 7 but no larger than 11 x 14. We also like them mounted to allow handling during judging. Looking forward to seeing your entry in the fall.

- Best of Show: Paul Hillmer – CP 2265 at Sixth Street in Milwaukee
- First Place, Prototype Color Print: Emory Luebke – Soo caboose 99003 at North Fond du lac, Dec. 1968
- Second Place, Prototype Color Print: Paul Hillmer – COFCO International Grain Elevator, Jones Island
- First Place, Model Color Print: Paul Hillmer – HI at Milwaukee Road Everett Street Depot.
- Second Place, Model Color Print: Paul Hillmer – CB&Q 5502 Mike at Foxwood
- First Place, Tongue-in-Cheek: Paul Hillmer – North Shore embankment art, Oklahoma Ave., Milwaukee.



*Left to right: Emory Luebke, Paul Hillmer, and Joe Lallensack*

## Model Contest Winners

*Richard Cooke, Model Contest Chair*



*Left to right: Roger Wurtzel, Rich Hanke, Al Archer and Richard Cooke.*

Al Archer won 1<sup>st</sup> place diesel for his CNW RS-2 and 1<sup>st</sup> place freight car for his Acrylon container car.



*Richard Cooke judging Al Archer's CNW RS-2 diesel.*



Rich Hanke won 1<sup>st</sup> place steam for his 0-4-0 Docksider.

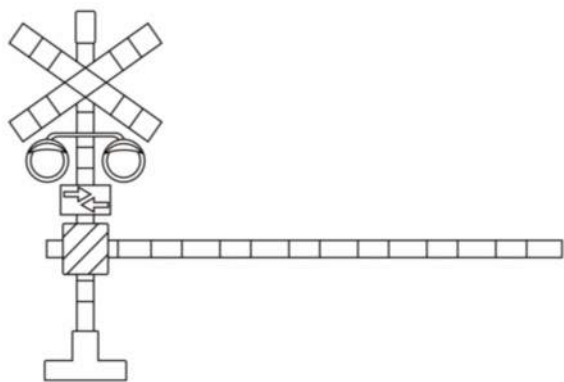


*0-4-0 Docksider*

Roger Wurtzel's Slow Meat Co. Model won both the Popular Vote (don Steffen Award), and the Best of Show (Richard Eggert Award) awards.



*Roger Wurtzel's Slow Meat Co. Model*



## The Clinics

*Phil Herman, Clinic Chair*

**Gregg Condon, Layout Improvements**



**Fred Firkus, Weathering Techniques**



## Layout Tours

### Milladore Rudolph & Eastern



The Milladore Rudolph and Eastern HO scale railroad is one of 4 private railroads on the layout, along with a bit of prototype (Milwaukee Road and Amtrak). The MRE railroad, “The Dairy Route”, serves several industries and businesses from the Portage County area. Besides the MRE railroad, there is the Mosinee Biron and Eastern, and short lines Rocky Run, and Custer Central. The MRE interchanges with the Rocky Run and Custer Central and will also interchange with the MBE. The MRE is on the lower level, and the MBE is on the upper level. The MBE serves additional local industries, businesses and interchange tracks with Evergreen Hills and Allen Creek, GBW, and Badger Central. A helix connects the upper and lower levels. Off the helix you can also go out into the main part of the basement that includes Milwaukee, Hales Corners, Oak Creek and Franklin. Actual photographs of the Milwaukee skyline were used to make the backdrop. Many of the buildings that are on the Milwaukee section are buildings that are in Milwaukee, or they used to be, all serviced by the Milwaukee Road. Amtrak has a large station there with 3 tracks for its passenger trains, which includes the Badger State Flyer. The layout uses Digitrax DCC. The layout is also home to the Central Wisconsin Community Zoo, where people can go and enjoy the animals on display there and have some refreshments.

## North Shore Railroad Company



The North Shore Railroad (NSHR) is very loosely modeled after a real present day short line located in central Pennsylvania. Reclaimed predecessor lines of the North Shore are the Pennsylvania Railroad, New York Central System, Reading Lines and the Lackawanna Railroad. The real North Shore is a collection of six short lines, of which three are modeled. Each short line railroad bears a name association with area history. In addition to modeling the North Shore, the Juniata Valley RR, The Nittany & Bald Eagle RR and the Lycoming Valley RR are modeled. The North Shore interchanges with the Norfolk Southern, Canadian Pacific, Reading Blue Mountain & Northern RR, and the R. J. Corman Group.

Local businesses have flourished with the growth of the North Shore, and it thrives on providing excellent service to its loyal customers. Standard Steel, Lyons Logistics, Shirl Mills, NPK Fertilizer, Yuengling Brewery, American Eagle Paper Mill and Nittany Pulp & Paper Mill are the primary customers served by the North Shore. Standard Steel is the only US manufacturer of forged steel wheels and axles for the railroad industry. Lyons Logistics and Cold Storage is a large warehousing industry. Shirl Mills is a major manufacturer of food products for the consumer. NPK Fertilizer manufactures fertilizers for the agriculture industry. Yuengling Brewery is the oldest brewery in the US, serving most states east of the Mississippi River. Nittany Pulp & Paper manufactures kraft paper and market pulp as well as recycled pulp and paper for the paper industry. American Eagle Paper Mill manufactures consumer paper from wastepaper and purchased market pulp. The industrial buildings are very large, approaching prototype size.



The modern-day North Shore pike is a 17' by 45' single level basement layout built 56 inches above the floor. The benchwork is L-girder and open frame. Track is spiked to cork, homasote and plywood. Track is Atlas, Peco, and Micro Engineering with a mainline run of 232 feet (3.083 scale miles). About seventy-five percent of the structures are built. Structural details, ballast and scenery are planned for the future. Digitrax is used for control and detection and JMRI Operations Pro is used for its web server, train operations, and turnout control. The layout is set up to be operated via small tablets and smart phones.

### CB&Q La Crosse Division



Magnificent bluffs flank the Upper Mississippi River Valley. A 37' recreation of these bluffs makes an excellent backdrop for passenger operations. Some modeler's license has been used in the construction of the layout. Most towns along this route were small, rural communities. They have been expanded to support more opportunities for freight operations.

There is a staging yard under the bluff representing the Dayton Bluff Yard in St. Paul as the Western terminus and the Cicero Yard in the Chicago area as the Eastern terminus. At Savanna, IL a branch line ran south thru Western Illinois to Galesburg, IL and connecting with the CB&Q's Chicago/Denver main.

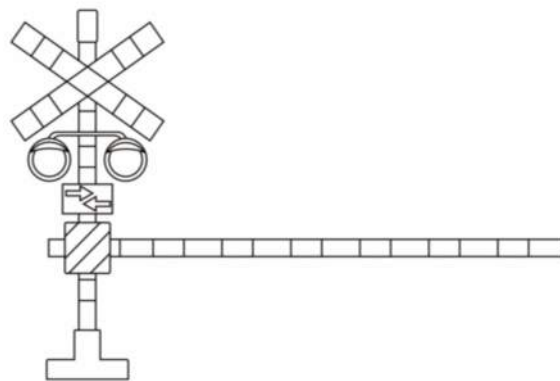
In the fall of 2013 Kalmbach published "103 Realistic Track Plans". This railroad was selected as the Editor's Choice for large layouts. Since then, Galesburg has been added which expanded the operating potential of the layout.

### Virginia Pine Ridge & Northern



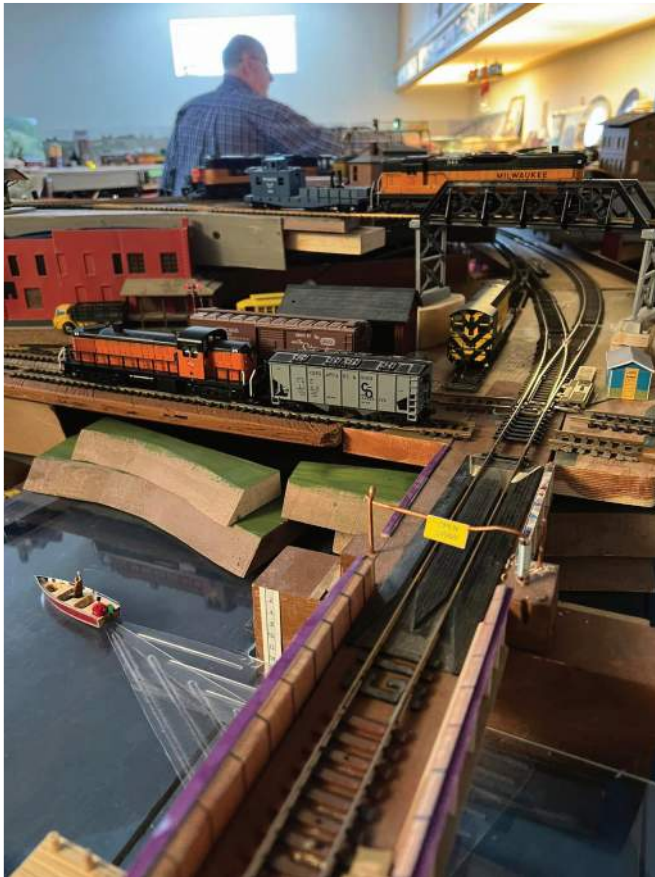
The VPR&N, also known as the "Superior Route" is a free-lance layout modeled in northwest Wisconsin in June of 1966. The layout will be in two rooms, one is 44' x 20' and the other is 18' x 11'. The benchwork and track is approximately 50% complete. Very little scenery has been completed. Control is analog block control panels and six walk around throttles. All turnout except the six-track staging yard are manual control using Caboose Industries ground throws and high level switch stands. I am leaning towards using car cards but the decision has not been finalized.

Major industries on the layout include iron ore mining, ore dock, pulp wood, paper mill, grain elevators, chemical company and food plants. Other industries include lumber yards, bulk oil dealers, power plants, boiler works, furniture factory, and several more that have not been determined yet. There are interchange tracks with the Wisconsin & Michigan, Soo Line, Fever River and Milladore Rudolph and Eastern.

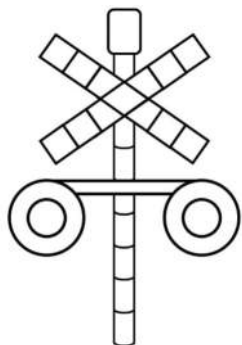




## Bruce's Crossing Railway & Navigation Company



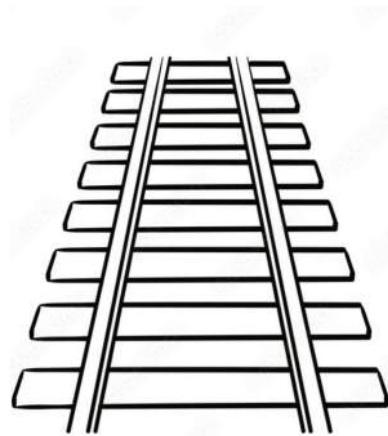
Bruce's Crossing Railway and Navigation Company, recreates a few extra years of the Milwaukee Road pontoon swing bridges. There are two swing bridges, Dutch door style, to access the layout. The theme roughly models the Milwaukee Road from Prairie du Chien Wis. to Mason Iowa. The main area is 11 x 14 ft, and the wall shelf staging area around half of the basement makes it 22 x 22 ft. There are 4% grades with helper service as needed to climb out of the Mississippi River valley. A model towboat and barges travel ('roll') on the rivers (the walkways of the layout) and you can get your River Pilots license and learn some rules of river navigation.



## Golden Sands Southern Railroad



Freelance 13'x31' linear layout with a 170' mainline set in the 1940 to 1960 era. All track and switches are hand laid. Scenery depicts the flat sandy agricultural area served by the Golden Sands Southern. From the major yard and engine facility at Plover WI it extends out to Mehean Station, Bancroft, Hancock and Waupaca. The Plover facilities include a 15 stall round house, freight and passenger car shops and a classification yard capable of holding 150 cars. Industry is heavily geared to its agricultural base and serves the needs of farmers and food processors. Industries that serve the area include food canners and freezers, grain elevators and milling operations. Service industries include fertilizer, feed/seed, lumber, petroleum and ice. The Golden Sands Southern also operates its own ballast pit in Plover. DCC and DC control.



## Bancroft Depot / GB&W Caboose / Heritage Park



Built in 1902, this depot was an important stop on what was known as the P Line, the Soo Line Railroad's branch extending from Portage to Stevens Point. It was moved from Bancroft to Heritage Park on June 13, 1990. The exterior and first floor have been restored to its 1920's look by the Central Wisconsin Model Railroaders, Ltd. (CWMR) The Station Agent's living quarters on the second floor are now used for display. This is the only remaining example of six Wisconsin Central's 1898 Combination Depots built to this plan. The Green Bay and Western Caboose was donated by the Canadian National Railroad in 2002. The CN delivered rail, ties, tie plates and spikes and the CWMR laid the track on which it sits. Built in 1965, the caboose interior has been restored as closely as possible, and the exterior painted to its colors of that time.

## Off the Bench

*Gerry Ring*

As a teenager in the 1960s, I built plastic model kits of various types, notably model cars. In those days your local department store had an aisle filled with numerous car kits from all the popular manufacturers such as AMT, Johan, MPC and Revell. None of the boxes were shrink wrapped nor were the plastic sprues bagged in plastic. The kits were also remarkably inexpensive almost always under \$5. One could make the argument that those prices, adjusted for inflation, would be closer to

today's prices, but the important thing is that were less than my allowance. And furthermore, there was money left over for me to buy glue and paint.

The kit-building learning curve was relatively steep. Lack of patience and over application of glue were the main culprits that prevented the creation of a "Concours d'Elegance" display model. And more problematic were the pet cats and the aggressive dusting that knocked them off my shelf abruptly ending the life of many of those early attempts.

What kept my interest in model building in those early days was the discovery of Car Model Magazine that introduced me to the importance of painting models. Right next to the car kit boxes, stores had racks of 1/4oz Pactra and Testors paint bottles at the affordable price of 15 cents. But I quickly learned that brush painting plastic models with enamel paints looked terrible. I then tried using rattle cans but realized that the cost of each can wasn't affordable.

What happened next changed me from being a builder of plastic kits that had paint applied, to a modeler who built, painted and properly detailed scale replicas. That is, I discovered Badger Air Brushes or more specifically I purchased one of the original Badger Model 200 syphon-fed air brushes.



*Obsolete Badger 200 old-style suction feed/bottle only.*

From the onset, I was a happy camper because I had the ability to spray paint any model using 1/4oz paint bottles knowing that I had enough paint to finish the job. The weak link in the process was the can of Badger Propel Propellant that could run out



at an unexpected time. The resolution of this problem occurred when I invested in a small diaphragm air compressor. Back in the 1960s, there was a limited amount of air brushing products available to the modeler. But Badger supplied a ¼” pipe thread fitting that screwed into those early diaphragm compressors. The drawback was the tremendous noise generated accompanied by the constant vibration of the compressor as it danced along the floor. Lastly, the purchase of a Sears pressure regulator completed my model painting equipment.

And then time seriously passed as I graduated high school, then college and moved on to graduate school. For some reason, when I moved out of my parent’s home in New York State and moved to Wisconsin, I chose to bring my air brush and compressor and leave my golf clubs behind. My car model collection also had to stay in New York. In Wisconsin I started building airplane models with camouflaged paint schemes, and my interest in model railroading was re-instigated when I joined the Neenah Menasha Model Railroad Club. But what was remarkable is that in my graduate school research lab I found that I could attach my regulator directly to 100psi building air. For four years, I had the joys of air brushing in a completely quiet environment.

Alas, airplane models turned out to be even more susceptible to cats and dusting.

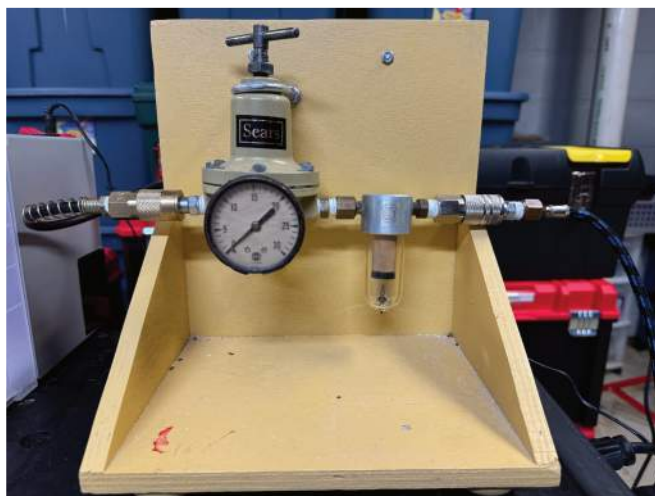
When I graduated from graduate school, I unscrewed my regulator and went into the working world with every intention of getting back into air brushing as soon as I could. And that turned out to be thirty-three years later. During my absence from the hobby, the airbrushing world had radically changed. Now the selection of airbrushes was larger, and acrylic paint was the dominant paint type.

My first step was to bring out my airbrushing equipment and assess what could be used. Immediately I noticed that my air hose was filled with oil!



*Air hose oozing oil in storage for 33 years.*

Oops, that building air came at a cost! Replacing the hose and acquiring an oil filter for my regulator was an easy fix. However, when I plugged in my compressor, it burst into life with the same shake, rattle, and roll that I remembered. But all that noise resulted in nothing—no pressure. Yes, the rubber diaphragm in the compressor had rotted. No worry, the choice was obvious, replace the diaphragm compressor with a 120psi piston compressor equipped with an air tank. Unfortunately, my new air compressor came with quick-connect air-line fittings. This meant that my regulator would freely rotate on the connector if installed directly to the compressor. I initially considered mounting my regulator permanently to my work bench. Instead, I designed a portable tip-free stand.



*Portable regulator stand.*

So, I got to keep my regulator now equipped with new connectors, an oil filter, and a special 0-30psi pressure gauge. Ironically, everything else including the Badger 200 airbrush was replaced.

# Officers and Volunteers

<http://www.wld-nmra.com/?action=personnel>

## Division Officers

Paul Hillmer Superintendent  
Phil Herman Asst. Superintendent  
Paul Mastalir Paymaster  
Vern Ehlke Chief Clerk  
Paul Hillmer Division Director

## Board of Directors

*(terms thru 06/2025)*

Division Officers (above) PLUS:

Al Archer Fred Firkus  
Dave Nitsch Mike Eiden  
Gerry Ring Joe Lallensack  
John Leow Mary Eiden

## Committee Chairs

Gerry Ring Whistle Editor  
Gerry Ring Membership Chair  
John Leow AP Chair  
Phil Herman Clinic Chair  
Paul Hillmer Operating Session Chair  
Paul Mastalir Company Store Chair  
Richard Cooke Model Contest Chair  
Joe Lallensack Photo Contest Chair  
Michael Eiden Webmaster  
Paul Mastalir Scout Coordinator  
Paul Hillmer Social Media Chair

# Event Calendar

<http://www.wld-nmra.com/?action=onTheReadyTrack>

**September 7, 2024**

WLD Board Meeting  
Soo Line Historical and Technical Society  
Building and Zoom at 10:30 am.

**October 5, 2024**

WLD 2024 Spring Meet - North Fond du Lac

## Company Store

Make sure to check out the WLD Merch store for WLD boxcars, shirts and caps: [http://www.wld-nmra.com/?action=co\\_store](http://www.wld-nmra.com/?action=co_store)



Just a few of the HO-scale WinnebagoLand boxcars are left; let Paul Mastalir know how many and he will work out getting them to you. His phone is (715) 853-7274, or email him at [mastalir54166@yahoo.com](mailto:mastalir54166@yahoo.com) or [wldpaymaster@gmail.com](mailto:wldpaymaster@gmail.com).

