

**The
GREEN DIAMOND**

Fall 1980



All Concerned

More than 50 members, their spouses and several guests gathered July 26 at the Carbondale Ramada Inn for the Illinois Central Historical Society's first general membership meeting.

After morning registration and the acquisition of caps, jackets and patches with the ICHS emblem, the group enjoyed a bus tour to ICG's Centralia Shop and a catered picnic lunch near ex-IC steamer 2500 in Centralia's Fairview Park. The group rode a gleaming 47-passenger Gulf Transport Company coach chartered through ICG and GTC. There were photo opportunities galore as the railroad rolled out the welcome mat at the shop--and several locomotives--so members could get better pictures.

Vice President John Mitchell was "conductor" and guide on the tour.

The afternoon's agenda included the business meeting and election of new directors and officers. Later, Director Dave Fraser organized a well-attended IC artifacts swap-meet. Then came a reception, cocktails, buffet dinner and program.

President Kevin Kurt presided at the meeting, quickly taking the group through such items as Joe Zydlo's Treasurer's report, Publications Committee Chairman Fred Ash's presentation on the way The Green Diamond has been issued, discussion on the by-laws by Director Terry McMahon, and John Mitchell, President; Terry McMahon, Vice-President; Jeanine Cox, Secretary; and Andy O'Brien, Treasurer.

Special guests of the society for dinner and the program were an IC retiree and his wife, Elmer (Red) and Jean Specha of nearby Murphysboro, Ill. Red retired in 1972 as supervisor of the paint shop at Woodcrest.

The after-dinner program conducted by ICHS Director Bob O'Brien featured an old IC movie with color steam footage, a number of prizes, two slide shows, and group participation in a quiz about the IC. Although your correspondent failed to write down the names of two prize winners--who won, respectively, an unusual plaque of an IC parlor car and the grand prize, a copy of the 1950 IC history book Main Line of Mid-America--other prizes went to:

Pete Roehm, of Rockport, Mass., who got a dish decorated with a Highliner commuter car for his having traveled the farthest to reach Carbondale (members attended from Illinois, Indiana, Wisconsin, Iowa, Missouri, Mississippi, Michigan, Massachusetts, Tennessee, Kentucky, and Texas, by the way);

Barbara Parkhurst, Champaign, Ill., who won a drawing among the spouses of members for a copy of The River Road Cookbook of southern dishes from Baton Rouge, La.; and,

Bob Stevens, of Chicago, first to send in a paid reservation, who received a 3" bronze IC Centennial Medallion.

Details of the IC quiz will be published in a future issue of this newsletter.



ILLINOIS CENTRAL HISTORICAL SOCIETY

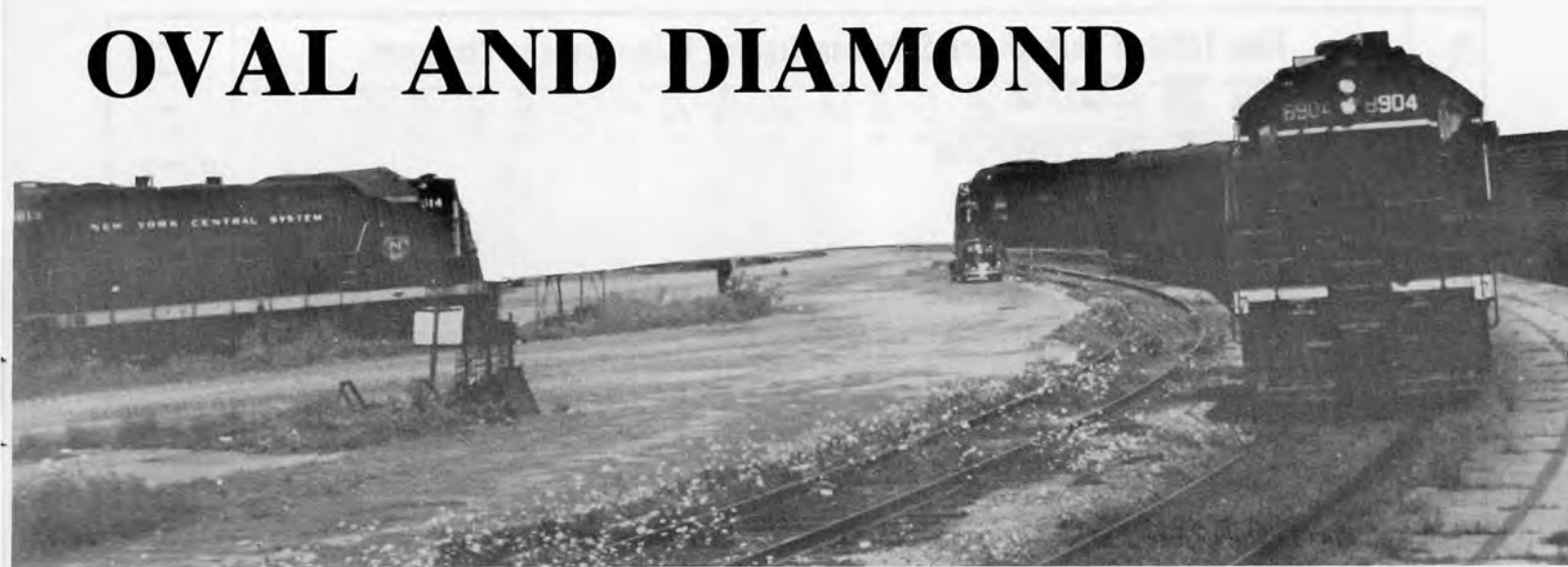
Box 157

Des Plaines, Illinois 60016



The next issue of the Green Diamond is almost ready for the press. Included will be 1981 membership information. Article about the IC's AFC railcar used on the Land O'Corn, the IC in the 1890's, and a 1923 wreck of two passenger trains will be featured in future issues. You can help with "An Illinois Central Scapbook" for a future issue by sending a copy of your favorite IC photo.

OVAL AND DIAMOND



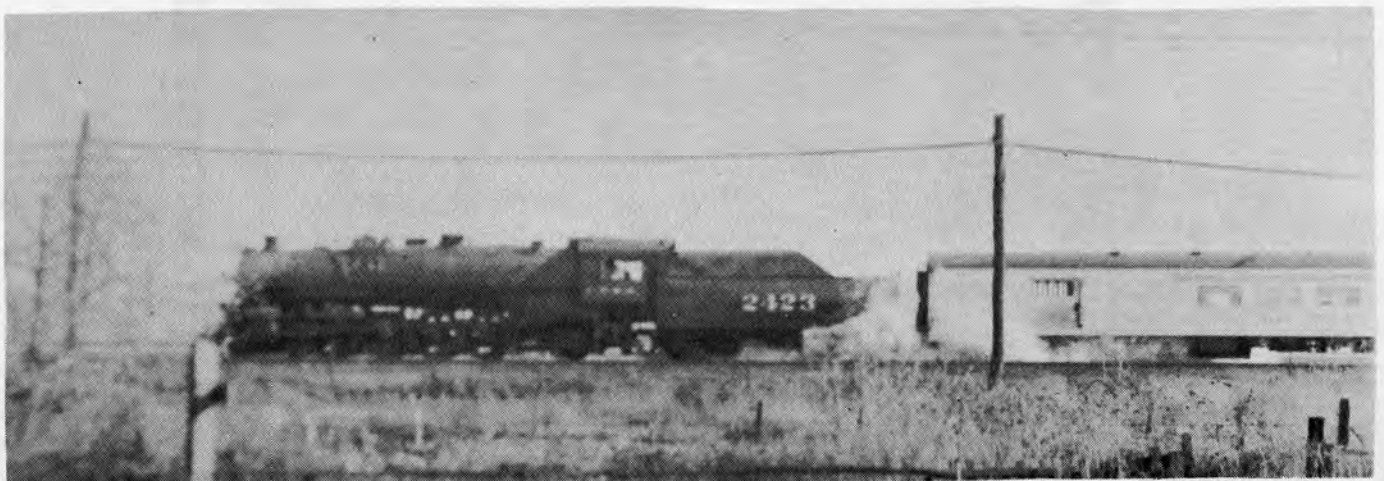
Fred Ash

Chicago to Indianapolis

Buried in the back of the Illinois Central's timetables were listings for trains between Chicago and Indianapolis. The same listings appeared in the timetables of the New York Central. For almost one hundred years the Big Four Route of the NYC had trackage rights over the IC from Kankakee to Central Station, Chicago.

Above: Illinois Central engine 8904 with a NYC coach and baggage form train 302. Shot from the Chicago bound James Whitcomb Riley at Lafayette, Indiana in 1968.

Below: The northbound Riley pulled by IC engine 2423 in 1954. This photo was taken from Mr. Rondelli's back porch near 117th Street in Chicago.



G. Rondelli

Time Table of Through and Suburban Trains—Indianapolis to Cincinnati.

Miles	STATIONS.	28	30	10	12	32	20	22	4	24	2	26	18	36	8	40	48	44		
		Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Sun. only.	Sun. only.	Sun. only.	
		am	am	am	pm	am	am	am	am	am	am	pm	am	pm	pm	am	pm	pm		
0.0	CHICAGO.....Lv				8.30								9.00							
56.0	Kankakee.....Lv				10.35								10.50							
130.8	LaFayette.....Lv				1.30							8.20	12.49		3.50					
194.8	INDIANAPOLI'S Lv			3.50	4.05				7.05		11.00		3.00		6.20					
221.3	Shelbyville.....Ar			4.41	4.59				8.00		12.02		3.44		7.18					
241.8	Greensburg.....Ar			5.11	5.31				8.35		12.45		4.15		7.59			5.00		
0.0	AURORA.....Lv						6.47		9.50	11.30	1.20		5.00		9.10	8.25		6.00		
3.8	Lawrenceburg.....Ar				6.30		6.57		10.00	11.40	1.30		5.10		9.20	8.35		6.10		
282.9	Lawrenceburg Jc. Lv			6.20	6.41		7.05		10.15	11.50	2.19		5.24		9.35	8.45		6.20		
286.0	Elizabethtown.....Ar						7.11			11.57					9.42	8.52		6.25		
0.0	Cambridge City Lv							6.40				2.40								
12.5	Connersville.....Lv							7.10				3.10								
37.4	Brookville.....Lv							8.03				4.02								
55.0	Harrison.....Lv			5.45				8.42				4.40				8.40		6.09		
58.5	Simonson's.....Lv			5.51				8.49				4.47				8.47		6.16		
61.3	White Water Pk.....Lv			5.57				8.54				4.54				8.54		6.25		
287.9	Valley Junct.....Ar			6.03			7.15	9.00		12.01	2.29	5.00	5.34		9.00		6.31			
289.5	Cleves.....Lv			6.08			7.19	9.04		12.05	2.34	5.04		6.50	9.51	9.02	12.30	6.35		
290.6	North Bend.....Lv			6.32			7.01	9.08		10.30	12.09	2.37	5.07	6.54	9.55	9.05	12.34	6.39		
291.2	Griffith's.....Lv			6.34			7.02			12.11		5.12		6.59		9.07	12.36	6.41		
291.9	Sekitan.....Lv			6.36			7.04			12.13		5.12		7.01		9.09	12.38	6.43		
292.7	Addyston.....Lv			6.38			7.06	7.23	9.15	12.16	2.41	5.20		7.04		9.13	12.41	6.46		
293.4	Fern Bank.....Lv			6.40			7.10	7.25	9.17	10.39	12.18	2.44	5.21	7.06	10.02	9.18	12.43	6.50		
294.1	Arden.....Lv			6.42			7.13			12.20		5.21		7.09		9.19	12.44	6.53		
294.5	Home City.....Lv			6.44			7.15	7.29	9.20	10.41	12.22	2.47	5.23		7.10		9.21	12.46	6.55	
295.0	Delhi.....Lv			6.46			7.18	7.31	9.24	10.44	12.25	2.49	5.25		7.12	10.07	9.22	12.50	6.58	
296.7	Crescent.....Lv			6.48			7.20			12.28		5.25		7.14		9.24	12.52	7.00		
297.0	St. Joseph's.....Lv			6.51			7.21			12.31		5.25		7.15		9.26	12.55	7.02		
297.7	Trautman's.....Lv			6.53			7.23	7.36	9.30		12.33	2.55	5.31		7.17		9.28	12.58	7.05	
298.6	Holabird.....Lv			6.56			7.25	7.29		12.36		5.33		7.19		9.30	1.00	7.07		
299.1	Anderson's F'y.....Lv			6.58			7.27			12.38		5.35		7.20		9.32	1.02	7.09		
299.8	Tell Cottage.....Lv			6.59			7.28			12.40		5.36		7.22		9.34	1.04	7.11		
300.2	Cullom's.....Lv			6.59			7.29			12.42		5.37		7.23		9.35	1.05	7.12		
301.3	Southside.....Lv			6.59			7.30	7.42	9.38	10.56	12.42	3.01	5.39		7.25	10.16	9.38	1.07	7.15	
301.8	Riverdale.....Lv			6.59			7.31			12.43		5.39		7.27		9.40	1.08	7.17		
302.3	Sedamsville.....Lv			6.59			7.32			12.44		5.39		7.27		9.40	1.08	7.17		
303.5	Storrs.....Lv			6.59			7.33			12.46		5.39		7.29		9.43	1.11	7.18		
303.5	Storrs.....Lv			6.59			7.33			12.46		5.39		7.29		9.43	1.11	7.18		
304.4	Transfer Station.....Lv			6.59			7.33			12.46		5.39		7.29		9.43	1.11	7.18		
305.6	CINCINNATI.....Ar			7.01		7.15	7.29	7.45	8.00	9.55	11.10	1.00	3.15	5.55	6.10	7.39	10.30	9.49	1.19	7.24
		am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	am	pm	pm		

BIG FOUR ROUTE.
 CHICAGO DIVISION.

Above: Big Four timetable from 1894

Below: An unidentified IC 2400 steams the Chicago Special into its namesake city. Taken near 117th Street in 1954, the C&EI viaduct can be seen behind the train.



G. Rondelli

NOTICE OF PROPOSED DISCONTINUANCE OF SERVICE

PENN CENTRAL COMPANY, Transportation Center, 6 Penn Center Plaza, Philadelphia, Pennsylvania 19104, and ILLINOIS CENTRAL RAILROAD COMPANY, 135 East Eleventh Place, Chicago, Illinois 60605, hereby give notice under Section 13-a(1) of the Interstate Commerce Act that, effective January 10, 1969, they will discontinue operation of their passenger trains #302 and #305 operating daily between Chicago, Illinois, and Indianapolis, Indiana.

These trains serve the following stations, depots or facilities:

Train #302	Train #305
Chicago, Illinois	Indianapolis, Indiana
Woodlawn, 63rd Street (Chicago, Illinois)	Lafayette, Indiana
Manteno, Illinois	Kankakee, Illinois
Kankakee, Illinois	Woodlawn, 63rd Street (Chicago, Illinois)
Fowler, Indiana	Chicago, Illinois
Lafayette, Indiana	
Lebanon, Indiana	
Indianapolis, Indiana	

Persons desiring to object to this proposed discontinuance should notify the Interstate Commerce Commission at Washington, D.C. of their objection and the reasons therefor at least 15 days before the effective date of the proposed discontinuance, January 10, 1969.

PENN CENTRAL COMPANY
Transportation Center
6 Penn Center Plaza
Philadelphia, Pennsylvania 19104

ILLINOIS CENTRAL RAILROAD COMPANY
135 E. Eleventh Place
Chicago, Illinois 60605



G. Rondelli

Above:

The White City Special in 1954 or 1955
The IC's Wildwood Yard is on the left
and the Blue Island branch heads west
above the second passenger car on the
right

Below:

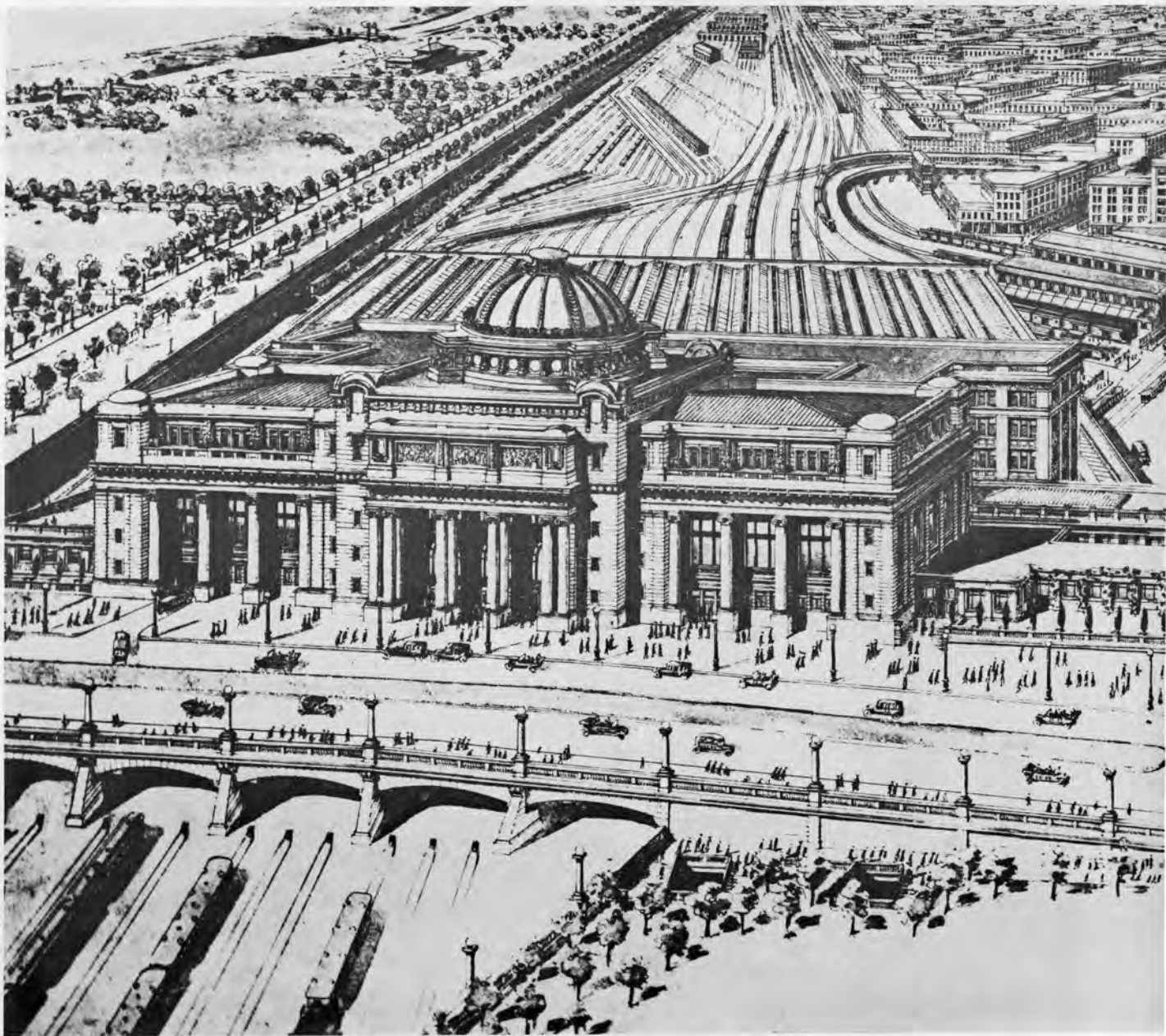
Southbound NYC Train 416, the Cincinnati
Special near Richton, Illinois is pulled
by IC's Alco-built engine 1169.



G. Rondelli

The Proposed Lake Front Passenger Terminal

Text by R.W. O'Brien





One of the most interesting books in the library of the Illinois Central Gulf Railroad is an immense volume, measuring 31 by 18 inches, which contains the Illinois Central Railroad's post-World War I proposal for a Lake Front Passenger Terminal.

Such a terminal, had it been built, along with its related structures and facilities and connections, would have replaced IC's 1892 Central Station and its 1902 Annex, but retained the historic Dowie Hotel Building as the northwest corner of a complex stretching from Michigan Avenue on the west to an extension of what is now Columbus Drive on the east, and from "12th Street" (now Roosevelt Road), extended, on the north to about 14th Street on the south.

IC's plan envisioned proposed lake front development by the park district between 12th Street and Hyde Park Boulevard, including the harbor south of the Field Museum, as well as greatly expanded railroad terminal facilities at the new Central Station and as far south as 18th Street.

A major element of the proposal was an entirely new 18th Street connection running east and west to link IC's lake front operations with the west line and with other railroads elsewhere in the city, the existing St. Charles Air Line at 16th Street having been deemed too far north, with "restricted right of way, congested traffic conditions and grade crossings" to permit its use for an intensive development.

Some of IC's visions became realities.
The harbor.
Electrified suburban trains.

And, the Dowie Building survived until 1974, although as an IC(G) office building and not as a hotel.

Other IC dreams, however, live on only in the pages of the master plan which details these proposed improvements:

The main (new) Central Station fronting 12th Street would be 160 feet high, 420 feet wide and 150 feet in depth. West of the main building and connected to it by an ornamental bridge over Indiana Avenue would be the hotel at the corner of 12th & Michigan. The palatial white marble-faced station would be a multi-columned, central-domed, balconied, many-porticoed, structure that would rival such grandiose terminals anywhere in the world, including a 150-foot frieze over the main entrance.

Whether IC intended to build a Greek temple or Roman shrine or something mightier is lost to history. Whatever, it would have been BIG!

IC pledged that its new terminal would be a "harmonious blending" with Michigan Boulevard, the lake front, the harbor and the Field Museum. The station and its attached buildings would have covered a ground area roughly equal to that occupied by the Field Museum!

A cross-section east and west through the station building, looking south from 12th Street, shows three below-grade levels. The bottom was to have suburban (or subway?) trains, with arcades and stairways above and, adjacent, what would appear to have been the world's largest baggage and mail room. On the east end of this, occupying the height of two levels, were four tracks for steam-powered trains, probably combining IC's commuter tracks to Randolph Street with freight lines to and from IC's yards at South Water Street, Jackson Street and Congress Street and the South Water Street market and LCL facilities.

The immediate below-ground level is marked "waiting room" and must have been intended for suburban (subway) patrons. At street level of 12th Street were to be all the accouterments of the American railway passenger terminal entry -- cab stands and arched doorways outside, ticket counters, waiting areas and concessions inside. Above, on a balcony or mezzanine level, were to be more waiting rooms and eating places. Still higher were to be offices and, one presumes, a lordly suite for whatever railroad president would put up the unspecified but vast sum of money necessary to build such a mausoleum.

The central portion of the building was to be 160 feet high to permit a great open space beneath an imposing dome, albeit under an arched ceiling inside the dome, this being well before the days of air conditioning on the one hand and energy crisis-mandated conservation on the other.

As IC put it on Plate 5: "A spacious concourse separates the track platforms from the main lobby and has direct connections with the carriage concourse and Indiana Avenue."

Later, IC noted "... access is had... to the through trains without crossing tracks or using stairs, a convenience that in a station of this character is a matter of great importance." IC's planners had listened well to the rantings about the 1892 Central Station's foibles of passengers having to go up and then down to board trains.

Interestingly, in a kind of deja vu in reverse, IC's planners called for commuters to exit through turnstiles.

Some of the station's more quaint facilities were to have been a cabmen's room (for carriage horse drivers) and an "emigrant's waiting room", presumably for those patrons who traveled with name and destination cards sewn to their outer garments. Scattered about were separate waiting rooms for ladies, one of which could be accessed only through the area reserved for emigrants. Thus, IC apparently proposed double segregation of non-American women!

Although Chicago was far north of Jim Crow country, one cannot help but wonder if those "emigrants" IC intended for that special room might not have been the sons and daughters of slaves and sharecroppers for whom the railroad south of Cairo, Ill., was obliged to provide "COLORED" facilities that somehow never were the separate-but-equal talked about in Southern lawbooks?

So much for the grand lobby, except to note that IC planned for that level a barber shop, a lunch room, drug store, telephone and telegraph offices and, in the middle, an island for the Pullman office and ticket office, with a total of 23 windows.

Upstairs was to be the mezzanine, a curious feature of which was a smoke duct below the floor to carry locomotive smoke from the train shed to twin chimneys. The mezzanine was to be the traveler's delight, offering no less than another women's waiting room, a nursery, children's room and children's balcony, a general balcony to the outside, a general waiting room, a 12-foot wide promenade leading about 150 feet to the dining room and, handy to a



main stairway, an "invalid's room". Note, however, that the latter was not near one of the five elevators!

Above the mezzanine were to be IC office floors, although the railroad's plan also mentioned "tenant companies".

There is much more in the big book, some of it remarkably foresighted in view of what took place in the development of Chicago and some of it simply poppycock.

As it turned out, the 1892 Central Station the new structure was intended to replace lived on for many decades, proving that even the best laid plans of railroad passenger departments and chief engineers occasionally were for naught.

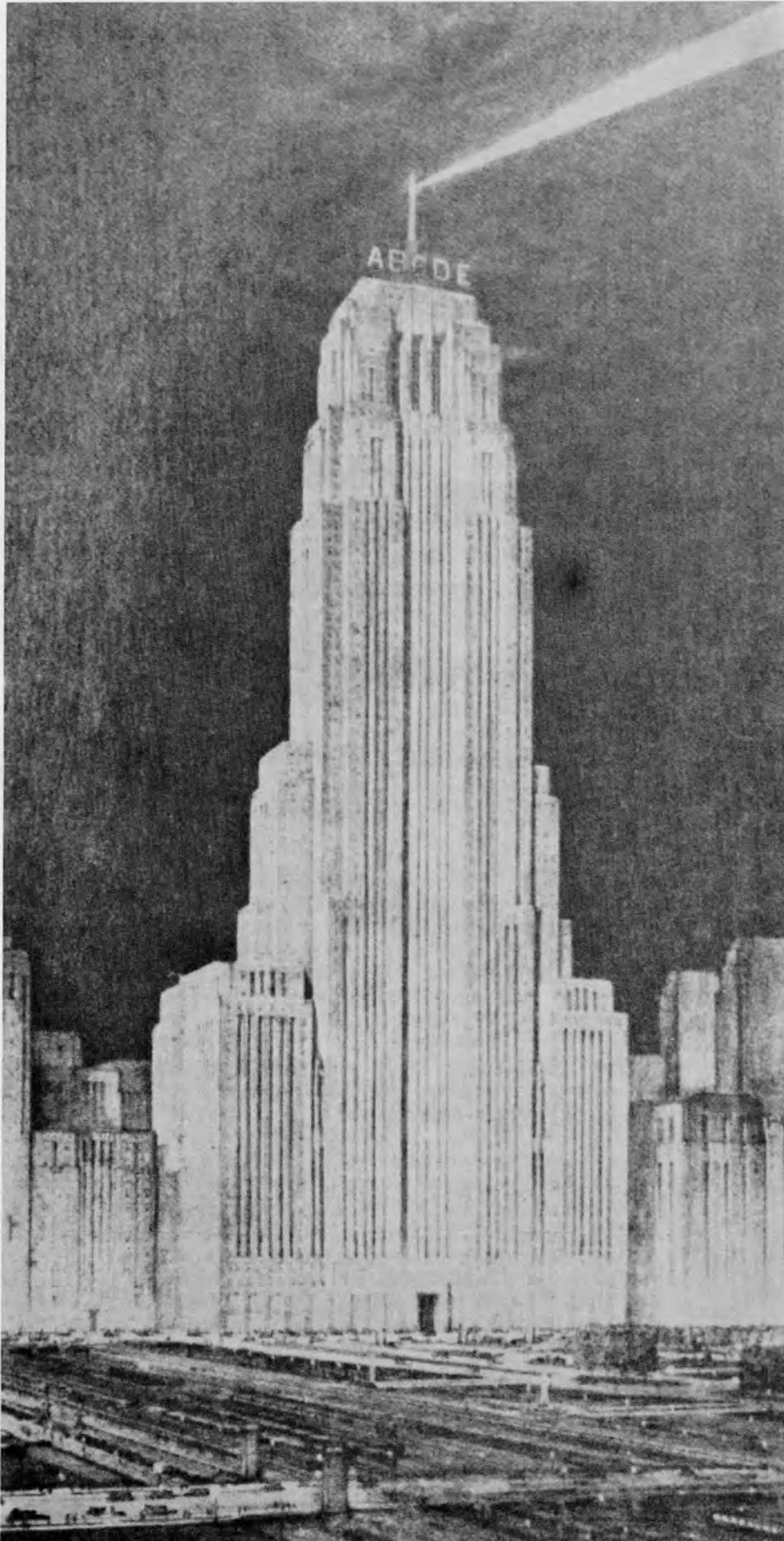
The new Central Station -- or would it have been dubbed Central Station II? -- would have had at best only 25 years before America fell in love with the automobile and the airplane, putting railroad passenger service into its steep decline to the bobtailed Amtrak of today.

But who was to think such thoughts in those golden days when high-wheeled steamers pulled IC's varnish across the land and the way to go intercity, anywhere, was by train? For that matter, who could have foretold the end of great passenger stations in the U.S.?

Whomever that person was, he also must have been the one who vetoed IC's Proposed Lake Front Passenger Terminal.

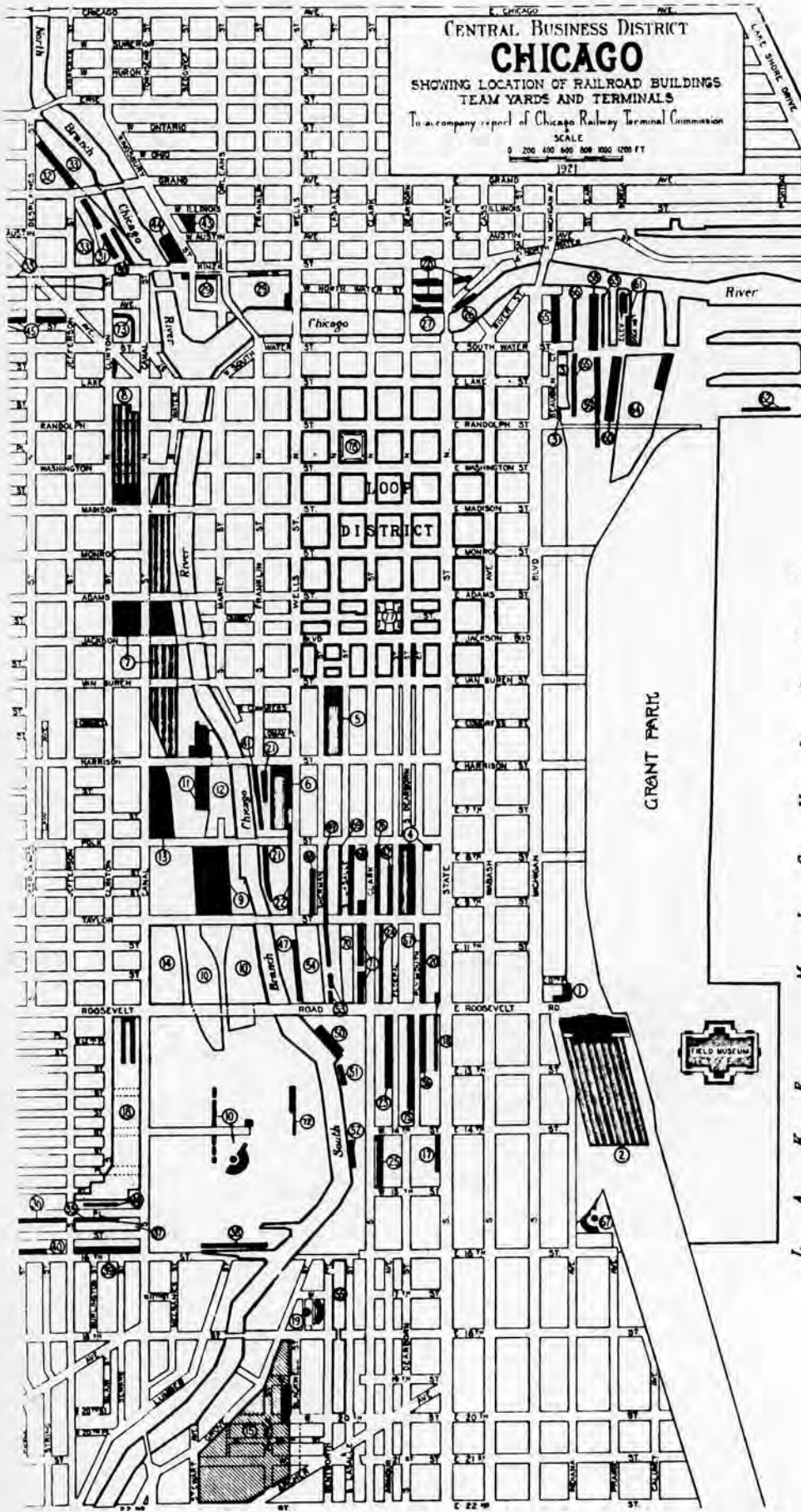
Oddly, IC's big book is not dated, although most drawings in it are from February, 1917. The big artist's rendering by George Birnback on Plate 1 carries no date, while the 12th Street - 51st Street plan and profile is dated October 17, 1916 but bears a revision note of July 1918. The latest date in the book is Plate 15, the track plan 12th Street to 31st Street, which is dated July 21, 1918. It appears the scheme was more than three years in-the-making, having been conceived during World War I and probably unveiled after the Armistice in 1918.

No matter when it was introduced, IC's grand plan was not meant to be. In retrospect from the 1980's, it is probably just as well that Chicago was not burdened with still another giant pigeon roost.



Left:

After its proposed Twelfth Street station proposal had languished for a decade, the Illinois Central tried again. Three architectural firms competed for the design of the aptly named Terminal City, a development to be built on the site where Illinois Center now stands. Scheduled to begin construction in November 1929, the great stock market crash killed the project. The 89 story tower would have been the worlds tallest. The general offices of the IC, a hotel, and rental offices would have occupied the tower. The station would have been in the basement.



INDEX

- PASSENGER TERMINALS**
- ① I.C.R.R. PRESENT TERMINAL
 - ② " PROPOSED NEW TERMINAL
 - ③ " PRESENT SUBURBAN TERMINAL
 - ④ DEARBORN STATION AND ANNEX
 - ⑤ LASALLE STATION
 - ⑥ GRAND CENTRAL STATION
 - ⑦ UNION STATION PROPOSED
 - ⑧ C.&N.W. STATION
- FREIGHT TERMINALS**
- ⑨ PENNA. RY. NEW FREIGHT TERMINAL UNDER CONSTRUCTION
 - ⑩ " PROPOSED TEAM YARD
 - ⑪ C.&A.R.R. " FREIGHT TERMINAL
 - ⑫ " " TEAM YARD
 - ⑬ C.B.&Q.R.R. " FREIGHT TERMINAL
 - ⑭ " " TEAM YARD
 - ⑮ AT.&S.F. RY. " PROPOSED FRUIT TERMINAL
 - ⑯ M.ST.PASS.M. RY. " FREIGHT TERMINAL
- FREIGHT HOUSES, TEAM YARDS ETC.**
- ⑰ AT.&S.F. RY. INBOUND FREIGHT HOUSE
 - ⑱ " " OUTBOUND " "
 - ⑲ " " ROUND HOUSE
 - ⑳ " " TEAM YARD
 - ㉑ B.&O.C.T.R.R. INBOUND FREIGHT HOUSE
 - ㉒ " " OUTBOUND " "
 - ㉓ C.&E.I.R.R. INBOUND " "
 - ㉔ " " OUTBOUND " "
 - ㉕ C.&E.R.R. IN-OUTBOUND " "
 - ㉖ C.&N.W. RY. DOCK WAREHOUSE
 - ㉗ " " FRUIT " "
 - ㉘ " " IN-OUTBOUND FREIGHT HOUSE
 - ㉙ " " COACH YARD
 - ㉚ " " FLOUR WAREHOUSE
 - ㉛ " " OUTBOUND FREIGHT HOUSE
 - ㉜ " " INBOUND " "
 - ㉝ " " TEAM YARD
 - ㉞ " " SHOP BUILDINGS
 - ㉟ " " STORAGE FREIGHT HOUSE
 - ㊱ " " TRANSFER " "
 - ㊲ " " TEAM YARD
 - ㊳ C.B.&Q.R.R. TRANSFER FREIGHT HOUSE
 - ㊴ " " IN-OUTBOUND " "
 - ㊵ " " OUTBOUND " "
 - ㊶ C.G.W.R.R. IN-OUTBOUND " "
 - ㊷ C.I.&L. RY. IN-OUTBOUND " "
 - ㊸ C.M.&S.T. RY. OUTBOUND " "
 - ㊹ " " INBOUND " "
 - ㊺ " " OUTBOUND " "
 - ㊻ " " OUTBOUND " " DEPLAINE ST
 - ㊼ " " INBOUND " " HALSTED ST
 - ㊽ " " OUTBOUND " "
 - ㊾ " " INBOUND " "
 - ㊿ " " INBOUND " "
 - ① C.R.I.&P. RY. OUTBOUND " "
 - ② " " ELEVATOR 'A'
 - ③ " " DOCK HOUSE
 - ④ " " FREIGHT HOUSE
 - ⑤ " " SUPPLY HOUSES
 - ⑥ " " TEAM YARD
 - ⑦ " " TEAM " "
 - ⑧ G.T.W. RY. INBOUND FREIGHT HOUSE
 - ⑨ " " OUTBOUND " "
 - ⑩ I.C.R.R. INBOUND " "
 - ⑪ " " OUTBOUND " "
 - ⑫ " " FRUIT HOUSE
 - ⑬ " " DOCK FREIGHT HOUSE
 - ⑭ " " ELEVATOR 'A'
 - ⑮ " " FREIGHT HOUSE
 - ⑯ " " FRUIT HOUSE
 - ⑰ " " FREIGHT HOUSE & TEAM YARD
 - ⑱ M.C.R.R. INBOUND FREIGHT HOUSE
 - ⑲ " " OUTBOUND " "
 - ㉑ " " ROUNDHOUSE & TEAM YARD
 - ㉒ N.Y.C.R.R. INBOUND FREIGHT HOUSE
 - ㉓ " " OUTBOUND " "
 - ㉔ " " TEAM YARD
 - ㉕ N.Y.C. & S.T.L.R.R. IN-OUTBOUND FREIGHT HOUSE
 - ㉖ P.M.R.R. IN-OUTBOUND " "
 - ㉗ P.C.C. & S.T.L. RY. OUTBOUND " "
 - ㉘ " " INBOUND " "
 - ㉙ WABASH R.R. INBOUND " "
 - ㉚ " " OUTBOUND " "
 - ① FEDERAL BUILDING & POST OFFICE
 - ② CITY HALL & COUNTY BUILDING

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August Pritzlaff
Joseph Pugh
W. B. Randolph
Art Richardson
Ted Richardson
Lloyd Rinehart
Mr. & Mrs. Robinson
Peter Roehm
Michael Rolcik
George Rondelli
James Ross
Darwin Runyon
Richard Schulz
Bill Schuster
William Selman
Hubert Shannon
G. Shelby
H. Singleton
Dennis Smith
Ernest Ray Smith
Max Smith
Paul Somers
Tim Souders
J. Steury
R. Storm
Alan Stout
Clark Sudduth
John Sz wajkart
John Tate
John Thomas
Barry Thompson
Gregory Utley
W. Vollenweider
F. Ward
Douglas Watson
Scott Watson
Robert Welch
James White
Jeff Wilke
Frank Willis
N. Wright
William Wilde
Gayl Wyss
David Zink