

# DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, NRHS

The **DANVILLE FLYER** is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

The **DANVILLE JUNCTION CHAPTER, NRHS**, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum features many railroad displays plus a operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 for Chapter membership in addition to \$14.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Palmer American National Bank, corner of Vermilion and Main St., downtown Danville, Il. beginning at 7:30 PM Central Time.

## OFFICERS FOR 1993

### Our 25th Year

PRESIDENT: Larry Prosser  
SECRETARY: Doug Nipper  
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MUSEUM DIRECTOR: Doug Nipper  
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MEMBER: Illinois State Historical Society  
Congress of Illinois Historical Societies and Museums

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## COMING EVENTS

### May 20, 1993

Regular monthly meeting at **PALMER AMERICAN NATIONAL BANK, DANVILLE, IL**, in downtown Danville, beginning at 7:30 PM.

### May 15/16 & 22/23, 1993

**WORK SESSIONS AT ROSSVILLE** beginning at 10:00 AM each day. Painting, cleaning, mowing, etc. See article this issue.

### May 23, 1993

GM&O HS Railroadiana Meet, Holiday Inn, 3100 S. Dirkson Pkwy, Springfield, IL. 10 AM to 4 PM, Free.

### June 5/6, 1993

Frisco #1522 from St. Louis to Centralia, IL. Call 314-428-0215 days for information. Coach \$79, Lv. 8 AM, Centralia at 11:30 to 2, Ar. St. Louis 6 PM. St. Louis Chapter, NRHS

### July 19, 1993

UP Steam St. Louis to Chicago - Villa Grove at 1:00 PM, leave at 2:00 PM.

### July 21 to July 25, 1993

NRHS annual convention in Chicago. UP and NS Steam trips plus side trips to Illinois Railway Museum and on the South Shore. U.P. will operate steam through Villa Grove on the 19th. See article this issue.

### July 24/25, 1993

TP&W HS and Chatsworth HS Heritage Days, Chatsworth, IL. Swap tables, model layouts and train rides.



## NEXT MEETING

The next meeting will be held on Thursday, May 20, at the Community room of the Palmer American National Bank in downtown Danville. The bank is located on the square on the opposite corner from the Courthouse. Parking is on the south side of the building. Enter through the east door and take the elevator to the second floor. The meeting will begin at 7:30 PM

We welcome several new member's to the museum and the Chapter. First is **Don Knoepfel**, 201 S. Jefferson, Paris, IL 61944. Don stopped at the Chapter sales table at the recent Urbana show and inquired about membership. He is a retired Conrail conductor and we welcome another railroader to the group. Next is **Steven Hankel**, 1218 W. Park Ave, Champaign, IL. Don is a friend of member Bruce Bird and is involved in video production. In Danville we have **Brock James**, 1120 Saratoga Dr and **Jim Keller** of 1109 Holiday Dr. as new members. Both are students and model railroaders. A distant new member is **Hank Sherwood**, 4417 Harding Place, Nashville, TN. Hank is a member of the Nashville Chapter and joins us as he has ties to the C&EI and the area. Hank is into live steam and motor cars plus is a member of the C&EI HS.

## MEETING MINUTES - APRIL 15, 1993

### PALMER BANK

Meeting opened at 7:32 P.M. President Larry Prosser presiding. Secretary's and Treasurer's reports were read and approved. Guest Jerry Hill, CSX conductor, presented Operation Redblock promotion.

### OLD BUSINESS

Larry thanked those who helped with club tables at Urbana show. There was a slight discrepancy,

according to Bob McQuown, about a C&EI Historical Society book being sold but not accounted for. Will have the Treasurer compensate. After discussion, motion made by Doug Nipper and seconded by Bob Gallippi, to transfer half of the profit from last year's model railroad show to general fund. Motion carried. C&EI Historical Society and Wabash Historical Society Joint Meet this Saturday at DACC. 35 tables sold thus far. Auto tour will be at 12:30 P.M. In regards to NRHS Convention, everyone should have received brochure from Chicago Chapter by now. Rick and Dave have hotel rooms.

## NEW BUSINESS

Bob Gallippi reported on water leak at museum, in the line between the meter and the depot. Motion by Rick Schroeder, second Bob McQuown, to have Bob secure estimate for repair, and proceed with repairs if price is reasonable. Rick has approached the village about signs for the museum on Route 1. Signs will be about \$40 each. Bob McQuown showed book from museum he has repaired, will display. Many more to do. Work sessions scheduled for April 24/25, May 15/16 and May 22/23. Sign up sheets for staffing and lawn mowing will continue.

Meeting adjourned at 8:19 P.M. Slide program by Doug Butzow.

## AMTRAK

It is expected that Amtrak's first Superliner II car, a sleeper, will come on line in June. Initial schedules call for the receipt of 14 sleepers and 10 dormitory cars in 1993, and completion of the full order by the end of 1995. Two production lines will be established and production should reach a combined total of five cars a month. One line will build the 49 sleepers, followed by the six deluxe sleepers and then the 38 coaches. The second line will

build the 12 dormitory cars, 20 diners and 15 lounges, finishing its run in April 1995. Assignment of the new cars are subject to change, but it's believed that the consist of the existing western trains will be beefed up to accommodate extra travel and then attention will turn to re-equipping the Auto Train, Capitol Limited and the City of New Orleans.

*Via Philadelphia Cinders*

CHICAGO TO FLORIDA legislation has been introduced by Rep. Bob Clement (D-TN).

 HR 1090, the Floridian Passenger Rail Service

Reestablishment Act, has been introduced. This would require Amtrak, using state and federal funds, to begin Chicago to Florida service via Evansville - Nashville - Chattanooga - Atlanta - Jacksonville by January 1, 1996 and authorizing such new federal funds "as may be necessary" for fiscal year 1994-96. *Via NARP Rail News.*

## BREAKUP APPROACHES FOR BRITISH RAIL

The breakup and partial privatization of British Rail will begin in April 1994 if, as expected, the Rail Bill now being debated in parliament becomes law. The government's long-awaited plan calls for a new track authority, Railtrack, to be set up as a separate public entity, taking over all of BR's infrastructure and half of its work force. Meanwhile, the government will offer franchises on seven passenger routes which are now attracting annual revenues totaling more than \$1 billion. Freight services are to be sold off as soon as possible, with grants made available as incentives to private operators.

Passengers and shippers will have their rights protected by a rail regulator, who will be empowered to

refer malpractice complaints to the Monopolies and Mergers Commission or even withdraw a private operator's license.

International Railway Journal reports; "Despite the fact that BR is to be quickly sidelined, the government admits that its plans still fall short of its original intentions for full-scale privatization. Indeed, it has stated that subsidies will be maintained on present loss-making passenger services which attract private sector bids. These franchises will be awarded to companies who tender the bid requiring the lowest subsidy. Heavy emphasis is now being put on "commercialization" rather than privatization.

"It was also previously intended to offer open access to operators on all lines, allowing unlimited competition throughout the network. But the government has now agreed to give exclusive franchises in some areas where it feels operators would not otherwise be willing to invest in services or rolling stock. Realistically, it was felt that no one would risk heavy long-term investment if there was a real danger of sudden appearance of one or more rivals."

*Via Railway Age*

## SERVICE MERCHANDISE SIGNS WITH CON- WAY

Service Merchandise, the nation's No. 1 catalog store retailer, has picked Con-Way Intermodal (CWI) as the primary carrier for all stacktrain and rail trailer/truckload shipments moving from more than 1,000 product suppliers to five regional distribution centers in Nevada, Texas, Tennessee, Florida, and New York.

Tom Myers, assistant vice president-traffic and transportation for

the Nashville-based company, said that by concentrating its intermodal business with CWI, Service Merchandise was able to achieve a more efficient operation and at the same time avoid the time and expense required to manage multiple carrier relationships.

"We were impressed with CWI's approach to our needs and their understanding of our business," said Myers. "They came in with a proactive proposal. It was a clear winner, particularly in the technology area with EDI, and it rated very high across all of the 10 measurement criteria we used to evaluate carriers."

Myers said CWI and Service Merchandise are direct-linked for inter-company communications, transmission of real-time tracking and tracing information from railroads, multiple daily shipment status updates, volume reports according to vendor or distribution site, electronic invoicing of freight charges, and electronic payment.

CWI President James R. Hertwig called the agreement with Service Merchandise "a landmark contract for CWI that demonstrates the capabilities and competitive advantages we have built into our nationwide service network."

*Via Railway Age*

## WINAMAC SOUTHERN

### **A New Indiana Shortline**

The former Pennsylvania Railroad made Logansport, Indiana a railroad center many years ago. Over the past years, Conrail has not provided service to the businesses in the area and recently sold the remaining lines in the Logansport area to the Winamac Southern. The new railroad will operate from Logansport to Kokomo, to Winamac and to Bringhurst.

Continued on page 4.

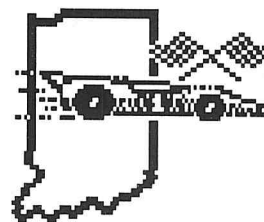
## WORK SESSIONS

We have scheduled work sessions for the weekends of **May 15/16** and **22/23** and on **Saturday May 29** at the museum in Rossville. We open the museum the weekend of May 29-31 for the annual Memorial Day opening.

We need to get the museum cleaned up for the opening weekend. This includes sweeping and cleaning displays. The glass cases have top be cleaned as well and windows. Two of the platform windows still need painting along with the front door. Other exterior work needed is replacing the brick on the south platform as Doug Nipper has the cable mounted in a box now. The south and west walls still need some tuckpointing and the overhang on the north and south sides needs repair.

In the area of the yard we need to fill the ditch due to the recent repair of the water line. The area around the train order signal needs cleanup. The train order signal is ready for painting and this is the manor task that needs t be accomplished this spring and summer. On the model railroad there is still some scenery work to be done as well as cleaning for operation. The model room also needs to be cleaned.

We cold use your help for this one weekend. A good showing will get the museum ready for the summer months. (there is always the grass to mow). See you at Rossville.



In the process the Conrail line from Bringhurst to Frankfort will be abandoned. The new railroad will interchange with the TP&W, CSX and Norfolk Southern in the Logansport area. The new shortline will contract with the Central Indiana to provide some business services and will connect with the C. I. at Kokomo. The president of the new line is Dan Frick, an operator of a fertilizer business in Winamac.

At the present time there are 14 active businesses on the line. WS hopes to increase business by providing more flexible service to customers than Conrail did. Another aspect of the acquisition is the possibility of running excursion trains. The Logansport and Eel River Railroad, the local shortline that operated excursions for the Iron Horse Festival, may again have the opportunity to run excursions on the new railroad. For the past several years excursions have not been run due to the restrictions from Conrail.

## CSX NEWS

Over the past several weeks work train crews have been spreading OTM (other track material) along the runner from Brewer to Cory. This is in preparation for a rail gang that will begin laying welded rail in the sidings in late May. According to a CSX engineer, the railroad will place welded rail in all sidings south of Woodland Junction. The mainline from Cory to RB Junction, just south of Brewer, will be surfaced and the speed increased to 50 mph. With the addition of two new "tote" trains the low speed in the Danville area is becoming a problem. If business continues to increase an additional train may be added.

When the rail gang moves in some of the business may



be moved to other routes out of Chicago. Also, there will be a

## IRON HIGHWAY GOES TO PUEBLO FOR TESTING

CSX Intermodal and New York Air Brake Corp. (NYABC) have announced that an operational prototype of their Iron Highway intermodal system has been shipped for testing to the AAR's Transportation Test Center in Pueblo, Colo. The unit will undergo several months of testing to determine whether it is a viable product for commercial production.

Developed jointly by CSXI and NYABC, the Iron Highway is a unique vehicle that differs from conventional locomotives and cars in that it has a continuous load-carrying platform. The platform is articulated at 28-foot intervals and has AC propulsion power supplied to wheels beneath the platform. The power is produced by diesel generators carried in an operating cab at each end of the platform. A unique split ramp loading device, also 28 feet long, forms the central unit of the platform which can be separated, splitting into two halves allowing for roll-on/roll-off capability.

This permits quick loading and unloading of trailers at any point along a railroad. The fast loading/unloading time, along with the lack of restriction on trailer length and configuration, is expected to provide an intermodal alternative for motor carriers. It is designed for the short-haul market, where trailer traffic is heaviest. It could also reduce highway congestion, air pollution and fuel usage.

Current plans call for each train to have one or more of the self powered platforms, dubbed "elements." Iron Highway elements consist of a deck approximately 1,200 feet long, permitting carriage of twenty 53-foot trailers or a greater number of shorter trailers. Production elements will be equipped with fully automatic couplers to permit trains of more than one element under the control of a single cab.

Among the tests to be conducted are propulsion and braking capability, fuel consumption, physical strength and ride quality. In addition, loading/unloading techniques and the train's computer-based controls will be fully tested. *Via Rail News Update*

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curfew on the line during the daytime. This means that there will be fewer trains in the daylight hours.

Though we have not seen it in print yet, the rumor is out that CSX will order 400 SD-70's over the next two years. The new power will be used on coal trains moving the C-40's to more intermodal trains. Should this order come about EMD will be busy again, especially with the recent order by BN. We should know soon if this rumor is true.

Over the past couple of years we have been hearing the other rumor that CSX and the UP were talking merger. This talk has been heard in various locations and even on other

railroads. Whether it was true or not is not really known. However, recently your editor was told it had been true but the government has stepped in and told the rail lines that such a merger will not be approved. The government wishes to maintain the present competitive nature of the rail system.

The business increase over the past year on the Nashville - Chicago segment has prompted CSX to run second and third sections of several trains. Recently they have added a 596/597 instead of running a third section of 595. The new train runs about 3 days a week, usually toward the end of the week.



Norfolk Southern #4691, Operation Lifesaver scheme, leads train #181 westbound at Danville on a Sunday morning, April 4, 1993. The train was waiting north of Voorhees Street for a clear signal at the CSX crossing. Photo by Rick Schroeder

## THE STANDARD CLOCK

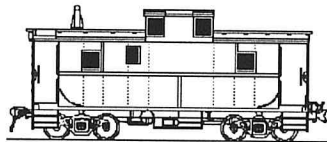
### MAY OF YEARS PAST

1969- "The rumors are still strong for the L&N's takeover of the Evansville line of the C&EI."

1971- May 22, the Chapter sponsored an "Illinois Terminal weekend" at the new Illinois Power Co. building on E. Voorhees St. Mr. W.E. Robertson, Mr. W. Jannssen and Dr. Howard Blackburn presented slides and 16mm movies.

1973- The C&EI has received ICC permission to abandon the line from Westville to Danville. The interchange is nearing completion at Westville and staking has been completed at Griffin St. for the interchange with the L&N. "Won't be long and we will see the MP Buzz saw at Vermilion St."

1983- A new museum brochure was developed, using the fine artwork of Leon Gossett on the cover. Recording & Statistical Corp. was thanked for their help with this and the new FLYER covers.



## WHEEL REPORT

**THE DECATUR TERMINAL** is the name of the railroad serving the line from Assumption to Decatur and Decatur to Cisco, Illinois. Formerly operated by Indiana Hi-Rail, the new operator is still using Indiana Hi-Rail units #316 and 203. Normally kept in Assumption, the units are sometimes stored at Greenswitch siding northeast of Decatur in preparation of hauling grain cars to Cisco. The changeover in operators took place last year.

**CHAMPAIGN TOWER** will be closed by the time you read this. The final day was April 30, 1993. This will leave Gilman as the last manned interlocking tower on the IC south of Chicago. The 1st, 3rd and swing jobs will move to the yard office in the north part of the city. Prior to closing the operators were handling more yard work and this will be transferred to the yard office. Norfolk Southern will now have two locations that will restrict movement across the IC. In Tolono they must get onto the IC for the trip to

Champaign. Once off the IC and onto Conrail they must get across the IC diamond to get to Urbana. The trip back a few hours later will reverse the problem. Good thing they have 12 hours to make the move.

The **INTERLOCKING TOWER HISTORICAL SOCIETY** is being formed by no other than Dick Stair of Champaign, along with other tower fans. Dick was "the operator" at Champaign tower for many years. With the recent closing of many towers the society is needed to help preserve the history of the interlocking tower. Several have been saved over the past few years and in our area a group is trying to save Tuscola tower, closed last year. Your interest in the society is appreciated and information may be obtained from Dick at 315 West Charles Street, Champaign, IL 61820. Dick is a longtime friend of most of us and is active in the Monticello Railway Museum. The editor of their publication may be one of our members (not your editor).

**PART OF THE MONON** is gone. We have a report from Mike Dolenski that the Monon has been removed south of Bloomington toward Bedford, Indiana. The status of the line in Bedford is not known but the Soo Line is still using the line for access to Louisville.

## BN, FORD BECOME FIRST TO USE AUTOSTACK IN REGULAR SERVICE

Burlington Northern has begun moving motor vehicles for Ford Motor Co. using Greenbrier Co.'s autostack system of containerizing automobiles, making BN the first railroad to utilize the technology in standard revenue service.

With the exception of oversized vehicles, all Ford shipments on BN

will be converted from multilevel rail cars to intermodal containers for line haul service between terminals in the Midwest and Pacific Northwest.

Service began March 1 in Detroit and is scheduled to expand over the next 12 to 15 months to terminals in four cities serving more than a dozen Ford plants in the Midwest and East.

The Autostack system, developed and patented by Greenbrier Companies, consists of a tubular steel frame that, when loaded with automobiles, is moved into an intermodal container. That sealed environment, along with improved ride quality and minimal vehicle handling, is designed to prevent damage to the automobiles during transit.



Autostack's can also be used in double stack train service. It has been tested in ocean and motor carrier service as well as rail.

"The agreement with Ford represents a significant commitment by BN to the automotive industry," said William E. Greenwood, BN's chief operating officer. He added that BN will continue to offer traditional multilevel service in other markets.

"The use of Autostack will grow rapidly as railroads, other transportation companies and automobile manufacturers become more aware of its advantages," predicted William A. Furman, president and CEO of Greenbrier.

*Via Rail News Update*



## UNION PACIFIC IN IDAHO

It is winter in Idaho and Mike Vice sends us another shot of the UP in his home area. Westbound APNPSE is dead on time at milepost 157 on the Pocatello Sub, Greed River Division. The train is waiting for a fresh crew to take it the final 55 miles to Pocatello Yard. On the point of the American President Lines stack train is widecab 9442 with an SD40 trailing. Mike reports the mainline is about 1300 feet from his back door and sends us some pictures of trains with Soo and BN power. His 30 mile drive to work follows the mainline. Mike has also promised to send a set of slides from the area which will include the Montana Rail Link. We look forward to a program from Idaho.

## RAILROAD TESTS NEW HORN SYSTEM

Union Pacific has begun testing a new automated horn system at a UP Railroad crossing in Gering, Nebraska. The one-of-a-kind invention is designed to minimize the impact of train-horn noise.

To warn motorists of approaching trains, the system repeats the tradi-

tional horn blasts - two long, one short and one long - as the train nears the crossing. The whistles are activated by the same means as the flashing lights and gates, and continue to sound as the train approaches the crossing.

Sounds originate from the crossing and are directed at oncoming traffic, rather than emanating from a locomotive a quarter mile away as it approaches the crossing.

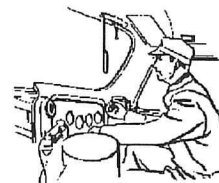


The new system reduces the "noise-pollution factor," a concern for residents living near the Gering tracks.

As a safeguard, a strobe light atop the unit flashes, alerting locomotive engineers that the system is working.

The system's inventor, Merrill "Andy" Anderson, retired after 30 years with UP as a director of design and construction for tracks, yards and new facilities.

*Via INFO Magazine*



WANTED: A few good men with strong backs, no hot air and a desire to work, work, work. Seriously, we are in that old habit of begging for help at the museum again. There is a train order signal to be painted. The window frame painting project, started two years ago, is still not complete. There is some rotting sill wood at the northwest corner of the baggage room roof. The north end of the main depot roof needs attention. The lawn needs mowing about every weekend. Need I go on? Please remember, the fun things to do at the museum come at a price. We have to keep the building in shape, the grounds kept and the museum open to the public. Your help in any way is greatly appreciated.

DOUG NIPPER

Museum Director

## ALLIANCE TAKES DELIVERY OF REFRIGERATED CONTAINERS

Alliance Shippers Inc. has begun taking delivery of 200 new refrigerated containers that will be used in domestic double-stack service.

The containers "represent the state-of-the-art in refrigerated transportation," said Mike Levin of Alliance. "It is environmentally friendly, using R-22 as the refrigerant, and will transport both fresh and frozen products."

Mr. Levin also claimed the "proven superiority of the ride on articulated double-stack rail cars will make this intermodal transportation system superior to anything available today."

Santa Fe will carry the new containers for Alliance in double-stack trains between Chicago and California.

*Via Rail News Update*



**RoadRailer**

## FOR N S - A BIGGER SLICE OF THE INTERMODAL PIE

Norfolk Southern isn't the biggest player in the intermodal marketplace today, but it doesn't lack for imagination, or for the willingness to invest in improving its position.

On the terminal side, NS is building new facilities at Buffalo and Kansas City and expanding operations at several other points. For both Buffalo and Kansas City, NS will be acquiring new MiJack and Valmet handling equipment. Importantly, these terminals will bring together three elements of intermodal operation, traditional intermodal, motor vehicle operations, and Triple Crown.

Triple Crown, using RoadRailer equipment, may be where a lot of growth will develop, especially through the joint venture with Conrail that is planned to involve both Triple Crown and double-stack service. It's a venture that will provide the two roads with combined access to states with 80% of the nation's consuming population."

Triple Crown, clearly, is a major factor in this program (and NS is spending almost \$23 million this year for acquisition of RoadRailer trailers and bogies).

D. Henry Watts, executive vice president-marketing, had these observations at a recent meeting with securities analysts:

"Triple Crown, our successful retail service, will be transformed from a niche player into a major force in door-to-door transportation. The new joint venture network will link the producing and receiving markets of the Northeast, Southeast, and Midwest. This forms a triangle, which provides two head-haul opportunities for each back-haul shipment.

"So, to the skeptics who have said railroads would perpetually fight (among themselves for table scraps) while motor carriers run away with the main course, I hope our joint venture will change their attitude. Will it work? We believe the joint venture will not only make an impact, it will change forever the way one thinks about rail transport. We've certainly got the truckers' attention, but more importantly, we've got the customers' attention."

*Via Railway Age*

## METRA SHOWS GAINS

Chicago's Metra commuter rail system averaged systemwide ontime performance of 97.2% last year, the highest number since ontime statistical reporting was begun a decade ago. Ridership for the year was up by 1.5%, while the other two providers under the Regional Transportation Authority-the CTA and the Pace suburban bus system - were showing decreases. Factors contributing to Metra's ridership probably include increased highway congestion, increases in parking fees in downtown Chicago, expanded parking in the suburbs, aggressive marketing by Metra, and the fact that other systems have had to raise fares while Metra's have stayed the same since 1989.

MEMBERSHIP LIST

NAME	ADDRESS	CITY/STATE/ZIP
ALTSTADT, ARTHUR W	501 N ARDMORE AVE APT 1-E	VILLA PARK IL 60181-160
BARKER, ROBERT L	1605 SKYLINE DR	DANVILLE IL 61832
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GIBSON, JR, ROBERT L	214 FOURTH AVENUE	PRINCETON IN 47670
GRANT, NEAL	ROUTE 2 BOX 342	MATTOON IL 61938
GREEN, HAROLD R	1000 WINTHROP ST	LAFAYETTE IN 47905-2460
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HIGGINS, BRIAN R	552 RAVINE AVE	LAKE BLUFF IL 60044-262
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HIGH, JR, JOHN A	507 CUNNINGHAM	DANVILLE IL 61832
HOLMBERG, THOMAS	P O BOX 243	BRADLEY IL 60915-0243
HOWE, M.D, DR ALBERT	31 YORK DR	ST LOUIS MO 63144
HUBBARD, FRED L & SHARON	P O BOX 434	CATLIN IL 61817
IRONS, EDWARD	2520 FARNSWORTH LN	NORTHBROOK IL 60062
JAMES, BROCK E	1120 SARATOGA DR	DANVILLE IL 61832
KELLER, JIM	1109 HOLIDAY DR	DANVILLE IL 61832
KINNEER, BILL	R R # 3 BOX 92	KINGMAN IN 47952-9217
KNOEPFEL, DON	201 S JEFFERSON	PARIS IL 61944
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MCMILLIN, CHARLES L	3320 OLD DOBBIN RD	MONTGOMERY AL 36116-152
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MONTGERARD, JIM	102 SUNNYSIDE DRIVE	DANVILLE IL 61832
NIPPER, DOUGLAS J	R R 6 BOX 456	DANVILLE IL 61832-9545
O'BRIEN, LOUIS	1 LINCOLNSHIRE AVE	DANVILLE IL 61832-2218
PROSSER, LARRY D	707 BRENTWOOD ST	TILTON IL 61833-8008
REDMAN, MARTIN J	R R 1, BOX 73 LOT 8 MILLER MHP	KENTLAND IN 47951
RIDGE, STEVE	P O BOX 583	DANVILLE IL 61834-0583
RIGGINS, L.DALE	601 ROBERT WEBB	MONTICELLO IL 61856



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RUNNER, TERRY	R # 3, BOX 231 VOYLES RD	PEKIN IN 47165
SANDERS, LEROY	1904 S JEFFERSON	TILTON IL 61833
SCHMITT, HENRY J	421 SECOND ST	COVINGTON IN 47932-1108
SCHROEDER, RICHARD M	P O BOX 1013	DANVILLE IL 61834-1013
SEYMOUR, LONNIE	815 E WASHINGTON ST	HOOPESTON IL 60942-1663
SHERRILL, WILLIAM D	105 S STATE ST	DANVILLE IL 61832-6123
SHERWOOD, HANK	4417 HARDING PLACE	NASHVILLE TN 37205
SLONE, DENNIS	915 LYNN DR	EFFINGHAM IL 62401-3902
SOMERS, PAUL M	511 WEST WHITE ST	CHAMPAIGN IL 61820-4701
SPARKS, ALAN R	114 E WASHINGTON ST	KENTLAND IN 47951-1142
STACY, RICK AND PHILLIP	118 W ATTICA STREET	ROSSVILLE IL 60963
STRAW, ROBERT L	R R # 1 BOX 58 M	LINDEN IN 47955-9708
VICE, MIKE	P O BOX 518	LAVA HOT SPRINGS ID 832
WADE, RANDY	12 KNIGHT LN	WESTVILLE IL 61883-1337
WARD, RICHARD A	260 S HAYWORTH ST	DECATUR IL 62522-3009
WRIGHT, BILL	C/O NANCY BROWN 704 S SANDUSKY	CATLIN IL 61817
WRIGHT, HENRY D	904 LAWNSDALE ST	TILTON IL 61833
HARRELL, MATHEW		SPRINGFIELD, IL