

## A DESIGN PROJECT FOR THE CLASS OF 1951 AT WASHINGTON UNIVERSITY

By E. J. Thias, AIA

Editor's note: While sorting out the files of St. Louis architect last fall, I turned up a large group of 8x10 photos of what appeared to be large architectural drawings. They were all different but seemed to be based on the same site. Finally in the corner of one, I found a name I recognized, St. Louis architect Edward J. Thias. He identified the drawings as a project in a 1950 class taught by the distinguished architect Frederick Dunn, who had been Stinson's partner at the time. I asked him to comment on the project and on the Washington University School of Architecture in those years.

The School of Architecture at Washington University in St. Louis was relatively dormant through the Depression and World War II, with as few as six students. Very little building was taking place except for government projects.

In 1946 everything changed. An influx of World War II veterans enrolled under the G.I. Bill's education benefits. It was the largest architectural class in the history of the school. It was also the first year for the start of a five-year architectural curriculum.

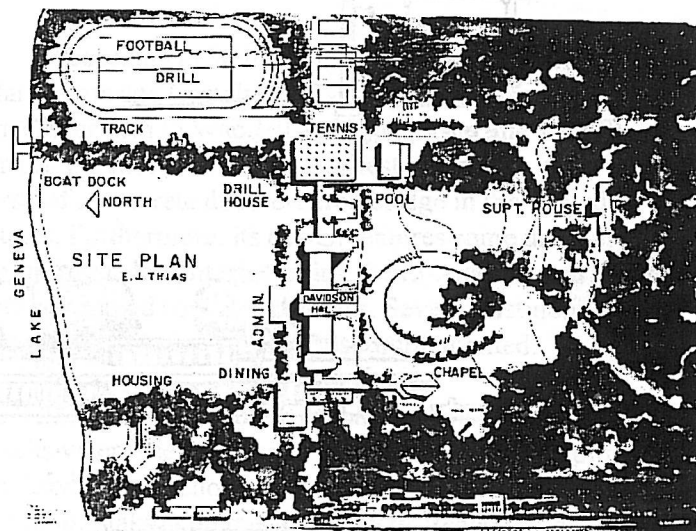
Professor Lawrence Hill was the dean, succeeded by Joseph Murphy. Roland Bockhorst, Austin Fitch, Paul Valenti, Eugene Mackey, Jr., Robert Fischer, and Robert Oswald were the mainstays of the faculty, and Edouard Mutrux, Detrich Rixman, Harris Armstrong, Fred Dunn, Lincoln Hockaday, Wilbur Campbell, Emmett Layton, Kurt Landberg, and Russ Stokes also taught for varying periods of time. Gustav Goetch and James Fisher moved to the School of Architecture from the Art School. Professor Alfred Roth joined the faculty from Zurich, Switzerland as a design critic in 1950-1952.

Members of the Class of 1951 had been in military service in foreign areas all over the world. The oldest student was Pershing Myers at 32. He had been with

General Patton's tank forces. William Harris was 31. Verner Burks and Charles Branson had been in the Battle of the Bulge. Maurice Johansen had been a captain in the Marine Corps. Walter Kromm had been with the Army Air Force in Burma; Curt Ittner in the Infantry; and I had been a specialist in Admiral Nimitz's Pacific Force at Pearl Harbor. George Berg was a marine and later a navy medical corpsman in the Pacific. About one half of the class was married by graduation time and several had children.

It was the beginning of an epoch of tremendous architectural growth that affected the rebuilding of bombed-out Europe and Japan and the rapid expansion of the United States in the post-war boom. The school curriculum was formed around a new, functional concept of architectural design, based on the teachings and work of architects such as Louis Sullivan, Frank Lloyd Wright, Mies van der Rohe, Le Corbusier, and Walter Gropius.

The Senior Design class was taught by architects Gene Mackey II and Fred Dunn, who were also engaged in designs for projects outside of the school. Eugene Mackey was to become the partner of Joseph Murphy on such projects as the Climatron at the Missouri Botanical Garden and Olin Library at Washington University.



A site plan for Northwestern Military and Naval Academy, Lake Geneva, Wisconsin. A 1951 student project by Edward J. Thias for instructor Frederick Dunn.

The Military Academy program may have been related to a job Fred Dunn was doing. This senior fourth-year design project was the addition of new building areas and the alteration of some of the existing facilities for the Northwestern Military and Naval Academy. It included extensive planning of the picturesque site, which overlooked the lake at Lake Geneva, Wisconsin. The new building units were the headmaster's house, a smaller guest house, a chapel, a field drill house, exhibition areas. The dining and recreation halls were to be altered. Faculty housing, athletic facilities, and the boat dock were included. The drawings published here were made by me in the spring of 1950.

All of the students' designs were based on the functional design methods we were learning then. The pre-war years had been a period when students designed in traditional styles such as Colonial, Greek, Roman, Gothic, etc. A style was selected in a nonfunctional way to fit the intended image of the building.

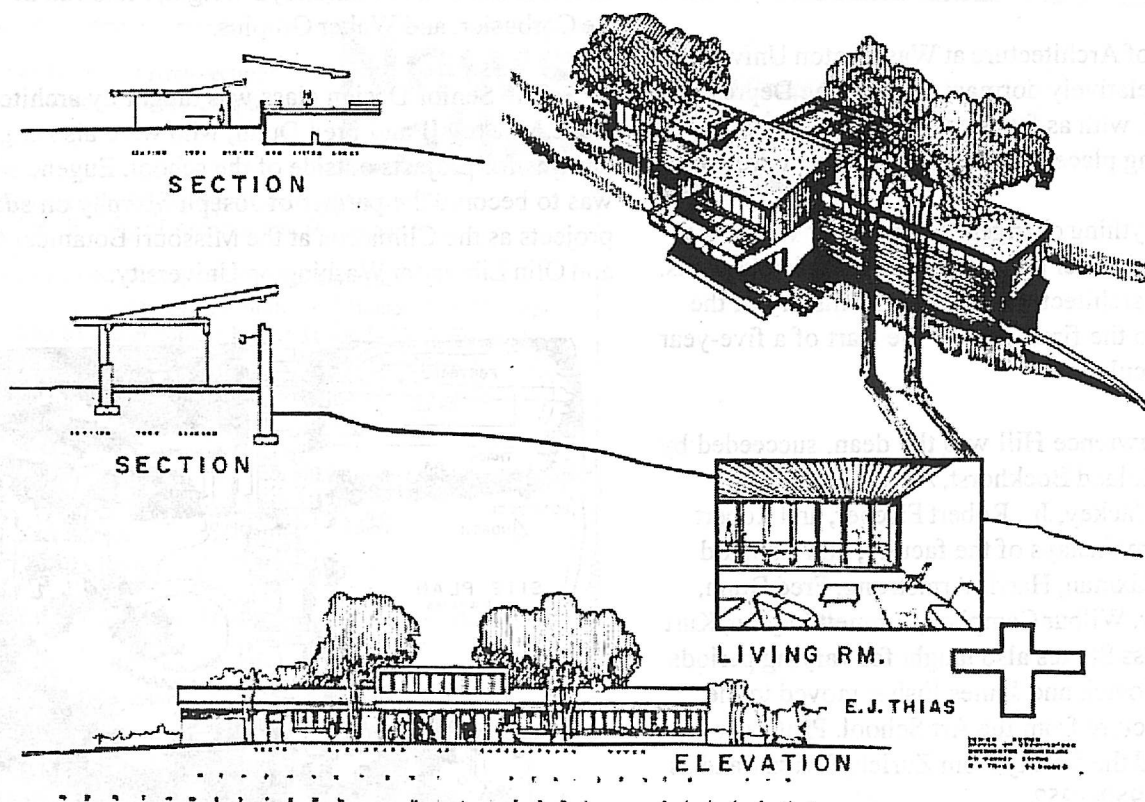
The form of our designs, by contrast, followed the function and use of spaces. Circulation and arrangement were studied so that the finished project reflected the relationship of its parts to the whole. Functional architecture

basically meant logical and workable solutions to problems. The arrangements and appearance evolved from these more fundamental decisions.

From my point of view, the era of the early 1950s was probably the apex of education at the school. The best practicing architects of the day were also functioning as part-time teachers to supplement the full-time faculty. Students were unusually well-traveled and had settled down to do serious study, research and production. Every student from the 1951 class stayed in the architectural field. Many became well-known architects who shaped the region for several decades.

The class will hold its 50th year reunion in 2001. The philosophy of architecture has gone the full cycle on the campus. Huge red granite Post Modern buildings have risen that have the appearance of those designed a century ago. If architecture is a reflection of peoples' way of life, do these buildings reflect our lives today?

Since the Class of 1951 did the designs of the Northwestern Military and Naval Academy at Lake Geneva, it has merged with St. John's Military Academy, a college



A headmaster's house for Northwestern Military and Naval Academy, Lake Geneva, Wisconsin. A 1951 student project by Edward J. Thias for instructor Frederick Dunn.

preparatory school for boys in grades 7 to 12, founded in 1884. According to information they sent me, the merger formed a premier military academy. Steeped in tradition, St. John's Northwestern continues its more than 200 years of academic excellence in preparing young men for success. The Academy believes in the development of the mind, body, and spirit of each individual. They stress four main cornerstones of their program: academics, athletics, leadership and values.

St. John's Northwestern is now located on a 150-acre campus, adjacent to Lake Nagawicka and the small community of Delafield, Wisconsin. It is about 30 miles west of Milwaukee.

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## THE BUILDING OF A MUNICIPAL DREAM: AN HISTORICAL PERSPECTIVE OF KANSAS CITY'S TWELFTH STREET TRAFFICWAY VIADUCT, 1887-1915

*by Cydney Millstein*

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Stretching from the bluffs at the edge of Kansas City, Missouri's business district to the valley of the confluence of the Missouri and Kansas rivers is the Twelfth Street Trafficway Viaduct, a double-deck, reinforced-concrete bridge designed by the renowned Kansas City firm of Waddell and Harrington and completed in 1915. The structure, which today stands as an un-celebrated and worn monument, was at its inception hailed by the engineering profession nationwide as a milestone in Kansas City's continued effort to transport people and merchandise via the central axis of the city.

There are few cities in the U.S. where the railroad and wholesale district is so clearly separated from the central business district as in Kansas City. The industrial area is also separated from the business center by the bluffs which extend to the east and west. Traffic between these locations has always been heavy and, until the completion of the Twelfth Street Viaduct, was seriously handicapped by steep grades and indirect routes. Vehicular traffic had no thoroughfare to and from the heart of the business center from 6th Street on the north to 23rd Street on the south, a distance of more than one and a half miles.

Although the Ninth Street Incline, the 8th Street Tunnel and "El," and twin toll elevators conveyed products and people to and from the busy industrial section, the promise to build a suitable passageway linking 12th Street, the principal thoroughfare of Kansas City, was made a



focus of more than one political campaign. The first direct line was the initial 12th Street Viaduct, an 1887 structure designed for cable railway and pedestrian traffic, but it was the present Twelfth Street Viaduct that assured a direct and safe route.

Waddell and Harrington's plans for the new viaduct, adopted by the city in April 1912, called for a 2,265-foot structure with a maximum height of 110 feet at the bluff, and 45 upper deck girder spans of 33 to 56 feet. As originally planned, the top deck, at a grade of 5.5%, provided a 30-foot roadway for vehicular traffic, a double-track electric railway on a 217-foot independent right-of-way, and a single 5-foot sidewalk. The lower deck, consisting of 27 through-girder spans, provided a clear roadway 30 feet wide on a variable grade of 3% for slower team traffic carrying heavy loads. Reinforced concrete stairways afforded access to the upper deck of the viaduct at three cross-streets. The highways of both decks were paved with creosoted wood blocks, separated transversely to assure a good foothold for horses.

According to Willis Grinstead, vice president of Harrington and Cortelyou (Kansas City, Missouri), a successor firm to Waddell and Harrington, the Twelfth Street Viaduct is one of the earliest examples, if not the first, of a concrete double-tiered bridge in the United States. Furthermore, its design features some uniquely engineered elements, including the 134-foot bowstring arch and reinforced concrete columns. Several distinctive architectural elements were also implemented.

To solve the problem of spanning multiple railroad tracks where piers had to be avoided, Waddell employed encased bottom chords of eyebars at the lower deck elevation, taking up the arch thrusts. Because the available clearance was modest, the floor beams of the lower deck were constructed of steel I-beams encased in concrete and riveted to encased steel hangers.



The battered columns, no two alike, are more massive on the north side of the viaduct due to the necessity of carrying the heavier load of the electric railway. The bottom sections of the columns have, on each narrower face, a battered pilaster to carry the longitudinal girders of the lower deck.

In considering the use of varying architectural treatment for the viaduct, further setting it apart from other concrete structures of the time, Waddell was most certainly influenced by the philosophy of architect Henry Van Brunt, who, at the age of 50, moved to Kansas City in 1887, the same year as Waddell. Like Waddell, too, the nationally prominent Van Brunt was a prolific writer and critic, with essays in such periodicals as the *Atlantic Monthly*. At his request, Waddell included Van Brunt's philosophy of aesthetics in bridge design in several of his own publications, including *De Pontibus* of 1898, and reprinted sixteen years later in *Bridge Engineering*.

"It is in vain," Van Brunt railed, "that the conscientious engineer occasionally attempts to compromise with grace by ornamenting his intersections by rosettes or buttons...or by rearing a sort of arch or portal of triumph at the entrance to his bridge with a lavish display...But the compromise comes too late, the main essential lines cannot be cordoned by afterthoughts of this sort..." "The eye," continued Van Brunt, "requires to be satisfied as well as the trained intelligence, and demands not only grace of proportion, but a certain decorative emphasis expressive of [s]pecial functions." As an example, Van Brunt cited the Doric order of the Parthenon, which "should still be lovely without the sculptures of its friezes, metopes and pediments. Its columns, reduced to dimensions...were so treated with entasis, capital and fluting as to express exactly, members in vertical compression."

And so the columns of the Twelfth Street Viaduct were designed, in part, as a response to Van Brunt's keen sense of beauty, and in part, perhaps, to the Classically-inspired detailing and rhythm of the surrounding 19th-century streetscape. The treatment regards the verticals not merely as posts, but as tripartite columns with base, shaft and capital. Additional aesthetic considerations include: curved girders at the underside of the upper deck; book, curved, cantilevered brackets, and paneling at the lower deck girders. To give uniformity to the whole and preserve the unity of effect, despite the great variation in column height, span lengths were made smaller near the lower end of the structure.

The career of John Alexander Low Waddell is so extensive, it would be impossible, in the space allotted here,

to list his extraordinary accomplishments that led him to be recognized by his colleagues as "a genius in the art of bridge building and one of the outstanding international engineers in his field." For his work, which included the design of iron, steel and concrete bridges in twenty-five cities in the U.S. and Canada, numerous railway bridges throughout North America, and spans in Mexico, Cuba, Japan, China, Russia and New Zealand, the ASCE in 1931 awarded him the first Clausen Gold Medal honoring his contribution to the social and economic welfare of the engineering profession.

Of the extensive catalogue of works by Waddell, it is appropriate to mention a few of the more outstanding bridge designs extant in the United States:

- The South Halsted Street Bridge over the Chicago River. The first large-scale, high-clearance, steam-powered, vertical-lift bridge constructed in the United States. This patented bridge, designed in 1893, became the prototype for 90 movable spans and helped to establish Waddell's firm as a leader in their design. One such bridge, located in Kansas City, is the ASB Bridge, designed by Waddell and Harrington in 1911, and designated a National Historic Civil Engineering Landmark by the ASCE in 1995.
- The Waddell "A" Truss Bridge. Originally constructed in 1898 for the Quincy, Omaha and Kansas City Railroad over Linn Branch Creek near the town of Trimble, Missouri, this patented triangular-shaped pin-connected truss resolved the stress and vibration problems caused by immoderate railroad traffic. Its re-erection in Parkville, Missouri, received the Outstanding Civil Engineering Award of Merit by the ASCE in 1989. [see article in this issue.]
- The Arroyo Seco Bridge, Pasadena, California. This 1,467-foot, nine-span, reinforced concrete arch bridge, constructed in 1913, was the first structure the firm designed in concrete. Due to economic constraints, their original scheme was somewhat altered in its final form. Listed in the National Register of Historic Places.
- The Detroit-Superior Bridge, Cleveland, Ohio. Built over the Cuyahoga River in 1917, the 3,500-foot, double-deck reinforced concrete bridge features a main arch span of nickel-steel 591 feet long and subway entrances at both ends. Its design may have been based on the initial true arch scheme for Kansas City's 12th Street Viaduct, rejected by City officials. Presently, this National Register-listed bridge is undergoing restoration by the Cleveland office of HNTB.



We should make certain that the 12th Street Viaduct, like the above-named remarkable span, remains an intact legacy of Waddell for Kansas City and the nation as a whole. If we are reminded that the bridge was a civic dream of years fulfilled, that the success of Kansas City's central business district and wholesale district coincided, to a large degree, with the building of the viaduct; and that it stands as an icon to understanding the evolution of the engineering practice in the United States: then we may be moved to renew the aged 12th Street Viaduct, and once, again, celebrate its existence.

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## SAH NEWS

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### HARRIS ARMSTRONG HOUSES ON MARKET

Andrew Raimist advises us that three residences designed by the noted St. Louis modernist Harris Armstrong are currently for sale. Two have solar designs, and all are secluded on beautiful natural lots that may tempt developers to tear them down in favor of new construction.

- **Blake Residence**, 16430 Old Jamestown Road, was designed in 1949 and has three bedrooms on seven wooded acres near the Missouri River. \$159,900; call John Besmer at 836-4545.
- **Stern Residence**, 1761 Topping Rd., Town & Country, was designed in 1950 and has four bedrooms on three acres, with swimming pool. \$649,000, call Carla Borgard at 394-9300.
- **Fry Residence**, 7 Indian Hill, Ladue, was designed in 1936 with an indoor swimming pool and a terrace off each bedroom. \$1,380,000, call Anne Ryan at 993-8000.

### BILLBOARDS

The campaign to bring Missouri's proliferating and intrusive billboards under control received a setback in June when Scenic Missouri announced that the petition campaign to authorize a vote on a constitutional amendment had been halted. Karl Kruse, the director of Scenic Missouri, explained that although over 160,000 signatures had been collected, they did not have the required geographical distribution. Kruse noted that the campaign had already focused attention on the problem and had contributed to the recent passage of a state law restoring some local control of billboards. Efforts now will concentrate on enforcing and strengthening the new law. Thanks to all who participated in the campaign.

## GAIL WINKLER SPEAKS

AUGUST 6

"What Makes An Interior Victorian" is the title of the talk to be given by Gail Caskey Winkler, PhD, ASID, on Thursday evening, August 6, at 8 p.m. in the Stupp Center in Tower Grove Park. Winkler is recognized as one of the nation's leading experts in Victorian interior design. She is a partner in LCA Associates, design consultants, and lectures at the University of Pennsylvania. Winkler and her husband Roger Moss, the director of the Philadelphia Athenaeum, will be in St. Louis to participate in the ongoing effort to better understand and more fully restore the interiors of the Campbell House Museum. The Stupp Center is located near the corner of Grand and Arsenal Streets. For more information, call the Campbell House at 421-0325.

### COURTHOUSE CONFERENCE

AUGUST 6

The Department of Natural Resources and AIA Mid-Missouri are sponsoring a one-day conference in Jefferson City on Thursday, August 6, "The Preservation of Missouri's Historic Courthouses." Robert Claybaugh, a nationally known preservation architect from Minnesota, is among the speakers. Topics include master planning, records management, accessibility, energy, and security as well as aesthetic concerns. Breakfast, lunch, and a tour of the rehabilitated Cole County Courthouse are included in the \$75 fee (\$65 for AIA members, \$50 for students). For a conference brochure or to register contact Karen Grace at the Missouri Department of Natural Resources at 573-751-7959.

### TEACHING WITH MISSOURI'S HISTORIC PLACES

WORKSHOP AUGUST 13-14

Carthage, Missouri will host a two-day conference Thursday and Friday, August 13 and 14, in which Judy Parsons, social studies coordinator for the Columbia school district, will show how to incorporate historic places in studies at all grade levels. The workshop is designed primarily for classroom teachers and historic site interpreters and costs \$60 including meals. For more information, contact Karen Grace at the Missouri Department of Natural Resources in Jefferson City, 573-751-7959

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**ST. LOUIS CHAPTER OF  
THE SOCIETY  
OF ARCHITECTURAL HISTORIANS  
BY-LAWS**

*June 1, 1998*

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**I. CHAPTER**

- 1.00 The name of the Chapter shall be "The St. Louis Chapter of the Society of Architectural Historians" herein described as "Chapter."
- 1.01 The Chapter shall be granted authority by the Society of Architectural Historians to constitute itself into a voluntary unincorporated association as a Chapter of the Society.
- 1.02 The Chapter's membership shall work or reside in the St. Louis Region, which includes the eastern half of Missouri and the southern portion of Illinois.
- 1.03 The objectives of the Chapter shall be as follows:
- A. To further the stated objectives of the National SAH.
  - B. To hold meetings for the study and observation of architecture and especially architectural history.
  - C. To promote visits to significant works of architecture.
  - D. To make the public aware of the value of the architectural heritage of this region and of mankind.

**II. MEMBERS**

- 2.00 Membership of the Chapter shall consist of subscribers of these By-Laws and such other persons as shall hereafter become associated with them through payment of annual dues as set by the Board of Directors.
- 2.01 Membership in the St. Louis Chapter shall not be conditioned on membership in the Society of Architectural Historians.

**III. MEMBERSHIP DUES**

- 3.00 Annual membership dues shall be due and payable on the first day of January of each calendar year. Members whose annual dues are not paid by April 1st shall be dropped from the membership of the Chapter.

- 3.01 The amount of dues shall be determined by the Directors and approved by the membership.

**IV. MEETING OF MEMBERS**

- 4.00 Annual Meeting: The annual meeting of members for the election of the officers and directors of the Chapter and for such other business as may be brought before the meeting shall be held during the months of April or May of each year at such place as the President shall fix. Written notice of the time and place of the meeting shall be mailed to members at least fifteen calendar days before the meeting. The meeting shall be conducted in accordance with Roberts Rules of Order.
- 4.01 Regular Meetings: Regular meetings shall be held at such places and times and one such notice as shall be fixed by standing or special resolution of the Board of Directors.
- 4.02 Special Meetings: Special meetings may be held on five days written notice on the call of the Board of Directors or of the President or of three members of the Chapter to be held at the place and time and for the purpose stated in the call of the meeting.
- 4.03 Quorum: Provided that due notice of meetings is given, no quorum shall be required at an annual or special meeting of members.
- 4.04 Voting: Voting for the Board of Directors or for the amendment of by-laws shall be by mail. Ballots shall be counted two weeks after they are mailed. Ballots received thereafter shall not be counted.

**V. OFFICERS AND DIRECTORS**

- 5.00 Officers: Officers of the Chapter shall be a President, a Vice President, a Secretary and a Treasurer, each of whom shall hold office for a term of one year, or until a successor has assumed office.
- 5.01 Board of Directors: The policies and activities of the Chapter shall be managed, directed, and controlled by a Board of Directors consisting of the above named officers, the immediate past President, and the editor of the newsletter, who shall be appointed by the President. A person may serve no more than 5 consecutive terms on the Board of Directors.
- 5.02 The officers elected at the annual meeting shall take

charge of the affairs of the Chapter on the first day of June following their election.

5.03 Other members may be invited to attend meetings of the Board of Directors but shall not vote on matters before the Board.

5.04 The duties of the officers shall be as specified below and as enumerated in other sections of these by-laws:

A. The President shall:

1. Preside at all meetings of the membership and the board of directors.
2. Appoint and serve on committees as specified in Article 9.
3. Be an authorized signer on bank accounts.

B The Vice President shall:

1. Assume the duties of the president in the event of absence, incapacity or resignation of the president.
2. Perform duties delegated by the president.

C. The Secretary shall:

1. Keep minutes of meetings of the membership and the board of directors.
2. Send timely notice of meetings and prepare other routine communications.

D. The Treasurer shall:

1. Be custodian of funds.
2. Maintain financial records and see that all bank accounts are properly reconciled.
3. Prepare financial report as specified in Section 10.00, and at board meetings.
4. File required tax information as required by law.
5. Be an authorized signer on all bank accounts.

## VI. ELECTION

6.00 The President, at least one month prior to each annual election, shall appoint a committee, whose duty it shall be to nominate officers of the Chapter (only one person to be nominated for each office) for the next ensuing calendar year. A listing of these candidates shall be distributed to members no less than two weeks prior to the annual meeting.

6.01 Any other member of the Chapter in good standing may nominate, subject to it being seconded, a candidate or candidates for any of said offices at the time designated by the President at the annual meeting.

6.02 All officers shall serve without compensation.

## VII. VACANCIES IN OFFICES

7.00 In case of vacancy in any office of the Chapter from any cause, the Board of Directors may elect from the members of the Chapter a person to fill the unexpired term of such officer.

## VIII. DIRECTORS MEETINGS

8.00 Meetings of the Board of Directors shall be called by the President or whenever requested by a majority of the Board of Directors.

8.01 Three members of the Board of Directors shall constitute a quorum for the transaction of business.

## IX. COMMITTEES

9.00 The President of the Chapter may appoint standing committees of the Chapter and may appoint such other committees as may, from time to time, be required to conduct the business of the Chapter.

## X. ANNUAL REPORTS

10.00 At the end of each program year, a statement shall be made in writing and file with the Chapter by the Treasurer showing all moneys received by the Chapter, and how expended, which statement shall be on file and open to the Chapter and shall be submitted for approval to the membership of the Chapter at the first meeting of the Chapter thereafter.

## XI. FISCAL

12.00 The fiscal year of the Chapter shall correspond with the service of its officers, from June 1 to May 31 inclusive.

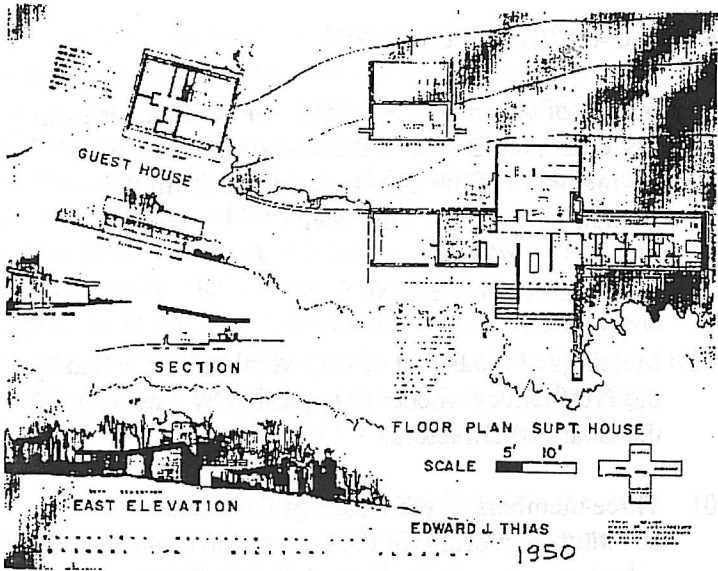
## XII. AMENDMENTS TO BY-LAWS

13.00 The by-laws of the Chapter may be amended by a majority vote of ballots cast by mail within two weeks of their mailing, as described in section 4.04.

## XIII. DISSOLUTION

14.00 In the event of the dissolution of the Chapter all of its financial assets shall be given over to the national Society of Architectural Historians.





A headmaster's house for Northwestern Military and Naval Academy, Lake Geneva, Wisconsin. A 1951 student project by Edward J. Thias for instructor Frederick Dunn.

name \_\_\_\_\_

institution, affiliation, or special interest \_\_\_\_\_

**Mailing Address:**       home       office

street \_\_\_\_\_

city \_\_\_\_\_

state \_\_\_\_\_ zip code \_\_\_\_\_

telephone number \_\_\_\_\_ facsimile number \_\_\_\_\_

List telephone number in Directory?       yes       no

Amount enclosed \_\_\_\_\_

Membership category \_\_\_\_\_

Are you a member of the national SAH? \_\_\_\_\_

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# News Letter

NewsLetter is published quarterly by the Missouri Valley Chapter of the Society of Architectural Historians.

Please mail editorial correspondence and submissions for publication to Esley Hamilton, Editor, 7346 Balson Ave. University City, MO 63130 or contact him at 314-889-3357; Fax 314-889-3696; E-mail pk0f29@co.st-louis.mo.us. Deadlines for submission of material for publication in NewsLetter are as follows:

Spring issue	15 February
Summer issue	15 May
Fall issue	15 August
Winter issue	15 November

Missouri Valley Chapter, SAH Board of Directors (1997-98)

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Layout by Timothy Hillhouse

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Society of Architectural Historians  
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St. Louis, MO 63108



## MAIL BACK YOUR VOTE: NEW SAH CHAPTER PROPOSED

The St. Louis members of the Missouri Valley Chapter of the Society of Architectural Historians have decided to organize a new chapter to be based in St. Louis. The proposed bylaws and officers are included in this issue of the newsletter, and members of the Missouri Valley Chapter are asked to indicate their interest by mailing back the ballots enclosed. Membership dues for the new chapter will be requested at a later date. Questions? Call past president Esley Hamilton at 314-898-3357.

The western board members of the Missouri Valley Chapter have not yet selected a new slate of officers but hope to announce their plans for the fall season in the September newsletter, which the two chapters will continue to share. In the meantime, any questions may be directed to past president Cyd Millstein at 816-363-0567

### ST. LOUIS CHAPTER OF THE SOCIETY OF ARCHITECTURAL HISTORIANS

#### Ballot

#### Officers

President: Peter Wollenberg

Vice President: Ruth Bohan

Secretary: Mimi Stiritz

Treasurer: Patty Bausch

Proposed By-Laws

YES

NO