

## North American Light & Power Employees Association

G. C. Haskins, M. D., Chief Surgeon, 507 Peoria Life Bldg., Peoria, Ill.  
R. L. Mills, Field Secretary, 507 Peoria Life Bldg., Peoria, Ill.

### East St. Louis

Dr. A. M. Aszman—Res., 1926 N. 40th., phone E1920-W;  
Office, Murphy Bldg., phone E121.  
M. Earl Brennan—Res., 3143 Bond Ave., phone E385;  
Office, 513A Mo. Ave., phone E689.  
Wm. L. Hanson—Res., 503 East B. St., Belleville, phone 748-W;  
Office, Murphy Bldg., phone E1199.  
C. S. Skaggs—Res., 1725 College Ave., phone E2049-J;  
Office, 513A Mo. Ave., phone E216.  
E. C. Spitze, Oculist—Res., 3800 Lincoln, phone E899;  
Office, Murphy Bldg., phone E2814.  
Dr. Lawrence A. Ryan.

### Granite City

Dr. R. D. Luster—Res., 2335 Cleveland, phone T. C. 189;  
Office, 1924 Edison, phone T. C. 111.  
L. D. Darner—Res., 2551 Cleveland, phone T. C. 1300;  
Office, Neidringhaus & 21st, phone T. C. 614.  
H. P. Reuss—Res., 2257 Cleveland, phone T. C. 443;  
Office, 1365A Neidringhaus, phone T. C. 99.  
R. W. Binney—Res., 2040 Beckwith, Madison, phone T. C. 2037W;  
Office, 19th & Delmar, phone T. C. 185.  
M. Hamm—Res., 21st & State St., phone T. C. 217;  
Office, 21st & State, phone T. C. 217.  
O. K. Kaylor, Oculist—Office 19th & Delmar, phone T. C. 595-W  
P. L. Noggle, Oculist—Res., 1367 Neidringhaus, phone T. C. 429;  
Office, same as address, T. C. 429.

### Edwardsville

Dr. E. Wahl, Jr.  
J. A. Hirsch.  
H. B. Delicate.

### Troy

Dr. W. W. Billings.

### Collinsville

Drs. Siegel & Moore.  
Dr. Wm. L. Hanson.

### O'Fallon

Dr. Edward Trippel.

### Alton

Dr. O. O. Giberson—Res., and Office, 538 E. Broadway, phone M588.  
Wm. H. Dempsey—Res., 319 Prospect St., phone M765;  
Office, Commercial Bldg., phone M593.  
Wm. S. McGinnis—Res., 719 Bena St., phone M1457;  
Office, 103 E. Broadway, phone M390.  
H. P. McCuiston, Oculist—Res., 2449 Mills Ave., phone M529;  
Office 200 W. 3rd St., phone M3266.  
H. E. Middleton, Oculist.

### Wood River

W. E. Barton—Res., 208 9th St., phone W. R. 9-R2;  
Office 21A E. Ferguson Ave., phone W. R. 9-R1.  
Wm. H. Konzen—Res., 978 Wood River Ave., phone W. R. 227-2;  
Office 9A E. Ferguson Ave., phone W. R. 227-1.  
J. H. Wedig—Res., 206 8th St., phone W. R. 555.  
Office 53A E. Ferguson Ave., phone W. R. 22.

# Illinois Terminal Railroad System

## STEAM DIVISION

## TIME TABLE No. 16

For the Government and Information of Employees Only

IN EFFECT

12:01 A. M., SUNDAY, JUNE 17, 1934

Superseding All Previous Time Tables

A. P. TITUS, President and General Manager

TRACY LYNN, Superintendent Transportation

J. E. BYRNES, Superintendent

C. F. HANDSHY, Inspector of Transportation

H. B. HAFORD, Trainmaster



## WEST ALTON TO McKINLEY JCT.

SOUTHWARD TRAINS — INFERIOR DIRECTION

## SECOND CLASS

SECOND CLASS					Distance from Alton	Station Number	STATIONS	
	93	75	91	73				71
	I. T. Daily Danville Freight	C. B. & Q. Daily	I. T. Daily Peoria Freight	C. B. & Q. Daily Except Monday				C. B. & Q. Daily
		6.30 AM		5.10 AM	4.00 AM	3.0	WEST ALTON..... Y.	
						2.0	BURLINGTON PARK....	
						0	0 X.. ALTON.....	
		6.42		5.22	4.12	2.0	2 ... FEDERAL..... W. C.	
		6.57		5.37	4.29	4.0	4 ... REUTERS.....	
		7.00 AM		5.40 AM	4.30 AM	5.0	5 X.. N. WOOD RIVER TOWER	
						5.2	5 ... WOOD RIVER.....	
						6.4	6A ... HARTFORD.....	
						8.0	8 ... ROXANA.....	
						9.43	9 ... WANDA.....	
						13.05	13 ... BLUFF JUNCTION... W.	
						13.8	14 ... BANNER CLAY.....	
						15.5	16 ... LE CLAIRE..... Y.	
	9.25 PM		4.45 AM			16.0	16E ... I. T. S. YARD.....	
	9.35		5.00			16.3	16T ... THERMAL NO. 1.....	
	9.37		5.03			17.4	16T ... THERMAL NO. 2.....	
	9.42		5.10			18.1	18 ... MONT.....	
	10.00		5.30			20.3	20 X.. TROY JUNCTION... W. Y.	
						22.4	G22 ... TROY.....	
						24.37	H24 ... PAIT.....	
						30.11	H30 X.. O'FALLON.....	
	10.06		5.40			21.78	22 ... MARYVILLE.....	
	10.14		5.50			23.65	24 ... THIRTEEN MILE.....	
	10.16		5.53			24.57	25 ... COLLINSVILLE JCT....	
	10.21		5.58			25.72	26 ... SAND CUT.....	
	10.30		6.10			28.78	28 ... WINTERS.....	
	10.50 PM		6.30 AM			34.99	35 ... MC KINLEY JCT... W. C.	

**Note carefully, important changes have been made.**

Passing track designated as Thermal No. 1 is the northward track and Thermal No. 2 is the southward track.

All trains must operate carefully between I. T. S. Yard and South end of Thermal No. 1 track expecting to find main track occupied.

C. B. & Q. trains arrive and leave Illinois Terminal tracks at No. Wood River Tower there being no passing track at this point.

Trains must not use Old Main Line between Wood River and Wanda without orders from dispatcher.

All work equipment of any description such as line cars bunk cars tool cars or flat cars loaded with rails pipe or other freight that might shift must be placed next ahead of caboose.

All work cars such as line cars, bunk cars, and tool cars must be placed in trains next ahead of caboose. All cars loaded with freight that might shift must be placed in trains 5 cars ahead of caboose.



# McKINLEY JCT. TO WEST ALTON

## NORTHWARD TRAINS — SUPERIOR DIRECTION

STATIONS		Capacity passing Track	SECOND CLASS																		
			90	72	74	76	92	94													
			I. T. Daily Danville Freight	C. B. & Q. Daily Except Monday	C. B. & Q. Daily	C. B. & Q. Daily	I. T. Daily Peoria Freight	I. T. Daily Except Sunday													
..... WEST ALTON..... Y.	Yard		5.10PM	6.00PM	7.00PM																
..... BURLINGTON PARK.....	150																				
X..... ALTON.....	Yard																				
..... FEDERAL..... W. C.	Yard		5.02	5.48	6.53				3.20AM												
..... REUTERS.....	110		4.47	5.33	6.38				3.04												
X..... N. WOOD RIVER TOWER.....			4.45PM	5.30PM	6.35PM				3.00												
..... WOOD RIVER.....	Yard								2.57												
..... HARTFORD.....	24								2.45												
..... ROXANA.....	Yard								2.15												
..... WANDA.....	8								2.00												
..... BLUFF JUNCTION..... W.	54								1.45												
..... BANNER CLAY.....	52								1.37												
..... LE CLAIRE.....	136								1.30												
..... I. T. S. YARD..... Y.	Yard	4.15AM						8.45PM	1.20												
..... THERMAL NO. 1.....	42	4.07						8.41	12.56												
..... THERMAL NO. 2.....	42	4.05						8.40	12.55												
..... MONT.....	66	4.00						8.35	12.50												
X..... TROY JUNCTION..... W. Y.	40	3.55						8.30	12.45												
..... TROY.....	Yard																				
..... PAIT.....	52																				
X..... O'FALLON.....	Yard																				
..... MARYVILLE.....	37	3.45						8.20	12.35												
..... THIRTEEN MILE.....	31	3.35						8.05	12.20												
..... COLLINSVILLE JCT.....	9	3.30						8.00	12.15												
..... SAND CUT.....	16	3.25						7.55	12.10												
..... WINTERS.....	65	3.20						7.50	12.05												
..... MC KINLEY JCT..... W. C.	Yard	3.00AM						7.30PM	11.45PM												

### SPEED RESTRICTIONS

All trains handling steam derrick will not exceed a speed of twenty-five (25) miles per hour.

Light engines must reduce speed to twenty-five (25) miles per hour through village limits where no other speed order is in effect and all trains must use precaution in rounding sharp curves.

All trains must not exceed a speed of twenty-five (25) miles per hour from Maryville to Sand Cut and thirty-five (35) miles per hour from Sand Cut to Alton & Southern crossing.

Ten (10) miles per hour over Missouri & Illinois B. & B. Bridge between West Alton and Alton. Fifteen (15) miles per hour through all sidings and interlocking plants. Ten (10) miles per hour through north leg of wye at Troy Jct.



# SPECIAL RULES

"SAFETY FIRST" at all times and in all places, is the most important rule of conduct, of each and every employe, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property must be the first consideration of every trainman, yardman, stationman, shopman, sectionman, and all other classes of employes. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other conditions may be.

The rules of the Transportation Department issued in book form dated January 17, 1928, of the American Railway Association govern the rights of trains on this timetable. Every employe whose duties are in any way prescribed by these rules, must always have a copy of them at hand.

The officers of this company direct that the Time Table, Book of Rules, General Orders and General Notices must be rigidly observed and the claims of customary practice at variance therewith will not be accepted as an excuse for violation.

Superintendent must require acknowledgment from every engineman and trainman of the receipt of a new timetable after it has taken effect before they are permitted to start on their run with any train or engine.

A train must not leave its initial station or other stations prescribed by special instructions without clearance card of the proper form. All C. S. & St. L. trains will secure clearance card from dispatcher before entering onto Illinois Terminal tracks.

Special instructions do not relieve employes from protection of their train according to Rule 99.

Rule 221-A in effect between Federal and North Wood River Tower.

Rule 221-B in effect between North Wood River Tower and O'Fallon and Troy Junction to McKinley Jct.

The following operating rules with prefix "D" govern double track operation and will be disregarded: D19, 71, 72, 83, 97, 151, 152, 208, 251, 252, 253, 254, 261, 262, 263 and 264.

Between sunset and sunrise a red light must be carried on rear of last car of all trains occupying main track.

Employes must know that switches are in proper position and in good order before and after using a switch.

The headlight must be displayed to the front of every train by night but must be dimmed when a train turns out to meet another and is clear of main track or is standing to meet trains at end of two or more tracks or Junction.

Northward trains are superior to trains of the same class in opposite direction.

**All trains must run under control through yard limits, expecting to find main line occupied. In case of accident, responsibility rests with the approaching train.**

All trains will operate under control between Alton & Southern connection and McKinley Junction yard expecting to find main line occupied. Alton & Southern Trains use Ills. Term. tracks between A. and S. Crossing and McKinley Jct.

Enginemen of all trains will sound the road crossing whistle before passing around curves between the hours of 6:30 A. M. and 6:30 P. M. when view is obstructed.

All engines while working in yards at Wood River or Roxana, or while passing over track between Wood River and yard limit sign 1 mile south of Shell Plant at Roxana, will arrange to see that spark arrestor is in proper position and in working order.

All crews shoving cars over highway crossings will come to a stop and flag crossing before passing over same.

Because of interchange of business with Big 4-Alton and M. & I. B. roads it is necessary that switch engines of the above roads move over Ills. Terminal tracks between Alton and Federal Yards. All such movements will be governed by Ills. Terminal Train Dispr. Switch engines moving between these points will stop at Henry Street, south bound and at Federal, north bound and will proceed only when Interlocker signals at Henry Street and Train Order signal at Federal has been seen to change from stop to clear. Engines desiring to use Ills. Term. main track between Henry Street and Alton northbound will stop at Henry Street and proceed only when Interlocker Signal at Henry Street has been seen to change from stop to clear and when moving southbound will secure clearance card from operator at Alton station. C. S. & St. L. engines moving between Alton and Bridge Wye will comply with above rule.

All movements between West Alton and Henry Street over M. & I. B. tracks will be controlled by train orders issued by Ills. Term. Train Dispr. at Federal.

Trainmen must observe train at frequent intervals and when rounding curves in order to detect possible derailment, defects, hot journals, etc., and will inspect train in usual manner while on side tracks.

Enginemen must not permit anyone to ride on the pilot of their engine between stations.

In switching, trainmen must not stake cars unless absolutely necessary, and then precaution must be taken to prevent accident and personal injury.

Before moving cars at Industries team tracks freight houses or other places where workmen are engaged in loading or unloading cars, workmen so engaged must be notified and are clear before moving cars.

While using the tracks of the St. L. M. B. T. Ry., T. R. R. A. and Alton & Southern Railway, trains will be governed by the rules and regulations of those companies and trainmen will familiarize themselves with the timetable and rules and render a strict compliance therewith.

All Illinois Terminal crews having occasion to use Alton & Eastern tracks between Wood River Junction and Alton will be governed by St. Louis and Alton timetable and special instructions contained therein.

Freight trains, when running backward, will not exceed a speed of 25 miles per hour.

Trains will register at Federal, Le Claire and McKinley Junction.

Agents and operators must be on station platform and Train crews on siding or opposite tracks, switchmen, crossing flagmen, track and bridgemen and others whose duties are near the main track must watch passing trains for defects and if any are discovered call attention to crew by giving stop signal. Conductor or rear brakeman must be in a position to see such signals and communicate same to the head end of train.

A test of air brakes must be made before commencing trip and each time thereafter that the air is broken.

Eighty-five (85) percent of all cars in train must be equipped with air brakes in good working order.



# SPECIAL RULES

All trains must have air brakes on all cars in working order out of terminals' but should defect develop enroute, making it necessary for trainmen to cut out one or more brakes, the unserviceable number of air brake units must not exceed 15% of total number of cars in train, engine to be counted as one unit. Any cars on which brakes become inoperative between terminals must be cut out.

Total cars in train:

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32.

Air cars needed:

7 7 8 9 10 11 12 12 13 14 15 16 17 17 18 19 20 21 22 23 23 24 25 26 27 28.

Yard engines in making long distance movements handling cars over main line tracks must have the required percentage of cars with air brakes in working order.

Enginemen must be notified by trainmen and know before commencing trip the total number of cars in their train and the number of air brake cars in use. Also when have cars in train equipped with new A. B. brake.

ANY FORM OF VIOLATION of the hours of service will not be permitted, except in cases of emergency, at which time you must receive instructions from superintendent authorizing you to work in excess of time permitted by hours of service law. The penalty for violation without authority will be dismissal from the service of the company.

## YARD LIMITS

From yard limit sign 800 feet north of Troy Junction to Wye switches.

From A. & S. crossing to old T. & E. round house at East St. Louis.

From Alton & Eastern Passenger Station, Alton to yard limit sign at Wanda.

From 800 feet north of old I. T. S. Connection to South end of Thermal No. 1 track.

## RAILROAD CROSSINGS

Railroad crossings and junctions are denoted by letter "X".

All trains must come to a full stop at railroad crossing at grade before reaching same and within 200 feet therefrom and shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding except where crossings are protected by interlocking devices.

M. & I. B. & B. at Henry St., Alton.....	} Interlocking Plant.
St. L. & A. at North Wood River Tower.....	
C. & A. R. R. at North Wood River Tower..	
Big Four at North Wood River Tower.....	

I. T. S. at LeClaire....	} Interlocking Plant.
L. & M. at LeClaire..	
N. K. P. at LeClaire..	

T. & E. at Troy Junction. No target.  
 B. & O. at O'Fallon. Interlocked. Handled by train crew.  
 A. & S. between Winters and McKinley Jct. Automatic interlocker.  
 T. R. R. A. at C. P. Junction. Protected with semaphore.  
 Southern at Brooklyn. No target.  
 Wabash at Stockyards. No target.

## BULLETIN BOARDS

Federal Tower.  
 Federal Shops.  
 Roxana.  
 McKinley Junction.

## TRAIN REGISTERS

Federal Tower.  
 LeClaire.  
 McKinley Junction.

## SPECIAL INSTRUCTIONS

Loaded cars must not be handled in switching movement from one industry to another or from a connecting line to an industry without proper authority from the agent on switching ticket Form No. 308.

## WARNING

All employes are hereby notified that there are coal chutes, platforms and other structures located on main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs that WILL NOT CLEAR a man riding on the side or top of a car, and all employes must PROTECT themselves from injury in passing such structures, and shall also PROTECT themselves while operating under over-head trolley wires which extend over track at the south end of McKinley Junction yards and in I. T. S. yards at LeClaire.

Casualties involving personal injuries or damages to vehicles occupied by persons, witnessed or heard of by any employe (except those in train service) must be reported as soon as possible to train dispatcher by telephone and followed by written report to superior officer, giving information, including names and addresses of witnesses.

Employes in train service will report to train dispatcher by telephone on Form 38 as soon as possible after accident, giving full information including names and addresses of witnesses; this to be followed by sending to superintendent Form 39 properly filled out with names and addresses of all witnesses. In case of accident in which train is carrying passengers, conductor will secure signature and address of each passenger on Form 5 and send in with Form 39 report.

It is the desire of the Company that all statements in reference to personal injury accident must contain all facts whether favorable or unfavorable to the Company, its employees, or the injured person. Employes who witness or have any knowledge whatever of an accident must not give information of same to attorneys, the injured person, or anyone else, except this Company's officers and Claim Agents unless legally required. Persons seeking information should be referred to the General Claim Agent.

An employe served with subpoena to report to any court or officer must at once notify superior official and communicate with or report in person to the railroad attorney or representative of the Claim Department and act under his direction.

## SPECIAL RULES ALTON & EASTERN R. R.

Following rules apply to Alton & Eastern R. R. operation. Alton & Eastern employes will note carefully all other rules and Special Instructions contained in this time table and be governed by them at all times.

Maximum Speed for passenger and mixed trains between Grafton and Lock Haven, 30 miles per hour and between Lock Haven and Alton, 35 miles per hour. Freight trains when running backward will not exceed a speed of 25 miles per hour.

Trains will register at Alton, Lock Haven and Grafton.

All C. S. & St. L. trains will report to Ills. Terminal Train Dispr. before entering onto Illinois Terminal tracks.

## YARD LIMITS

500 feet north of Hop Hollow to Alton passenger Station.

From 2000 feet south of Water Station, Lock Haven<sup>1</sup> to 1000 feet north of north end of siding on main line and 1500 feet north of Wye switch on main Line.

Lock Haven.

From Grafton to 2000 feet South of switch at Illinois Powder Co. plant.

Granite City to end of A. & E. tracks' Bridge Jct.

All trains must run under control through yard limits expecting to find main line occupied. In case of accident, responsibility rests with approaching train.

Train Registers and Bulletin Boards.

Alton Passenger Station.

Lock Haven.

Grafton.

## PREPAID STATIONS

Mariesville, St. Thomas, Oldenburg, Hartford, Hop Hollow, Clifton Terrace, Riehl, Chautauqua and Elshah. Changes on freight for the above stations must be prepaid before delivery is made.



# TONNAGE SHEET

ENGINE	ALTON TO ROXANA South				ROXANA TO BLUFF JCT. South			
	A	B	C	D	A	B	C	D
16 to 27, inclusive.....	2500	2200	1900	1600	2400	2100	1800	1500
28 and 29.....	2800	2500	2200	1900	2600	2300	2000	1700
30-31-32.....	3500	3200	2900	2600	3500	3200	2900	2600
33-34-35.....	3200	2900	2600	2300	3300	3000	2700	2400
36.....	3100	2800	2500	2200	3200	2900	2600	2300
	BLUFF JCT. TO THERMAL South				THERMAL No. 2 TO O'FALLON South			
16 to 27, inclusive.....	2200	1900	1600	1300	3000	2700	2400	2100
28 and 29.....	2400	2100	1800	1500	3200	2900	2600	2300
30-31-32.....	2800	2500	2200	1900	3600	3300	3000	2700
33-34-35.....	2600	2300	2000	1700	3400	3100	2800	2500
36.....	2500	2200	1900	1600	3300	3000	2700	2400
	TROY JCT. TO McKINLEY JCT. South				McKINLEY JCT. TO TROY JCT. North			
16 to 27, inclusive.....	3500	3200	2900	2600	1300	1200	1100	1000
28 and 29.....	3700	3400	3100	2800	1800	1700	1600	1500
30-31-32.....	5000	4700	4400	4100	2300	2200	2100	2000
33-34-35.....	4800	4500	4200	3900	2000	1900	1800	1700
36.....	4700	4400	4100	3800	1900	1800	1700	1600
	McKINLEY JCT. TO ALTON VIA A. & E. North				ALTON TO McKINLEY JCT. VIA A. & E. South			
16 to 27, inclusive.....	2000	1900	1800	1700	2500	2400	2300	2200
28 and 29.....	2400	2300	2200	2100	2800	2700	2600	2500
30-31-32.....	3000	2900	2800	2700	4000	3800	3600	3400
33-34-35.....	2800	2700	2600	2500	3600	3400	3200	3000
36.....	2700	2600	2500	2400	3400	3200	3000	2800

No limit to tonnage or number of cars from O'Fallon to Alton on northbound trains.

Class A Rate—Temperature above 30 degree F. and not much wind.

Class B Rate—Temperature between 15 and 30 degrees F. or strong head or side wind.

Class C Rate—Temperature between Zero and 15 degrees F. and strong head or side wind or temperature below Zero and not much wind.

Class D Rate—Temperature below Zero and strong head or side wind.