

Safety

Is

Everybodys

Job

Let's

All

Work

At It

Illinois Terminal Railroad Company



# TIME TABLE

All divisions except A. & E. Division  
between L. & M. Junction  
and Bridge Junction

# NO. 1

Effective at 12:01 A.M.  
Central Standard Time  
February 1, 1970

W. E. SOSTMAN  
GEN. SUPT.

L. M. HALL  
SUPT. TRANSP.

E. J. SULLIVAN  
SUPT. TERM.

This Time Table for the exclusive  
use and guidance of Employees

GENERAL NOTICE

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

To enter or remain in the service is an assurance of willingness to obey the rules.

The service demands the faithful, intelligent and courteous discharge of duty.

To obtain promotion, ability must be shown for greater responsibility.

SPRINGFIELD INTER-DIVISIONAL MCKINLEY  
to Southern-Diesel to  
MCKINLEY SPRINGFIELD

TIME TABLE NO. 1

Effective February 1, 1970

SOUTHWARD			NORTHWARD		
	Miles from Springfield	Station Numbers	STATIONS	Siding Car Capacity	Miles from McKinley
		301	Springfield Via IC RR		98.6
	81.8	18	Mont	52	16.8
	83.9	20	Troy Jct.	45	14.7
	87.8	24	Thirteen Mile	29	10.8
	92.1	29	Winters	53	6.5
	98.6	35	McKinley		

SPECIAL INSTRUCTIONS

Trains operating over the Illinois Central Railroad will obtain TRAIN ORDER & CLEARANCE before leaving SPRINGFIELD and MONT. TRAIN ORDER to operate over the Illinois Terminal Railroad will be obtained before leaving MONT and MCKINLEY.

Trains operating over Illinois Central Railroad tracks between SPRINGFIELD and MONT will be governed by Rules of the Operating Department, Time Table, Time Table Special Instructions, General Orders and Bulletin Notices issued by the Illinois Central Railroad.

Trains must not exceed a speed of 20 miles per hour from Maryville to Sand Cut.

TRAINS MUST OBSERVE ALL SPEED BOARDS AND IN NO CASE EXCEED A SPEED OF 35 MILES PER HOUR WHILE OPERATING ON ILLINOIS TERMINAL TRACKS.

NILWOOD EDWARDSVILLE  
to SOUTHERN DIVISION to  
EDWARDSVILLE NILWOOD

TIME TABLE NO. 1  
Effective February 1, 1970

SOUTHWARD			NORTHWARD		
Station Numbers	STATIONS	Miles from Edwardsville	Siding Car Capacity		
268	Nilwood	48.0			
261	Sheeps	40.5	46		
259	Carlinville	38.8			
253	Loveless	32.7	13		
248	Cavender	27.4	35		
247	Gillespie	26.6			
245	Benld	24.2	31		
240	Wall	19.2	12		
239	Staunton	18.1			
238	Sager	17.3			
233	Worden	12.2			
230	Hamel	9.2	20		
220	Edwardsville				

OPERATION BY TRAIN ORDER

TRAINS MUST OBSERVE ALL SPEED BOARDS AND  
IN NO CASE EXCEED A SPEED OF THIRTY-FIVE  
(35) MILES PER HOUR, BETWEEN MCKINLEY AND  
MORE.

EAST PEORIA SPRINGFIELD  
to NORTHERN DIVISION to  
SPRINGFIELD TIME TABLE NO. 1 EAST PEORIA  
Effective February 1, 1970  
SOUTHWARD NORTHWARD

Siding Car Capacity	Station Numbers	Miles from East Peoria	STATIONS	
	372	4.6	East Peoria (P&PU Yards) "NF" Jct. Farmdale Jct.	
Trains between NF Jct. and Farmdale Jct. operate over N&W RR (CTC) and will be governed by Bulletin Special Instructions issued by N&W RR July 27, 1966.				
		14.5	Farmdale Jct. Allentown	
Trains between Farmdale Jct. and Allentown operate over PC RR and will be governed by Time Table Special Instructions issued by the PC RR.				
50	357		Clyde	
	356	16.1	Cash	
60	354	17.7	Summit	
18	352	19.3	Walnut	
33	346	25.5	Sutter	
47	342	29.1	Burt	
20	339	32.9	Union	
50	331	40.8	Kings	
Trains between Clyde and Kings operate over I.T.R.R. Speed limit thirty-five (35) miles per hour except when lower speed is indicated.				
	329	43.7	No. Lincoln	
		76.1	Starnes	
Trains between No. Lincoln and Starnes operate over IC RR and will be governed by IC Rules of the Operating Department, Time Table, Time Table Special Instructions, Bulletin Orders and Bulletin Notices.				
		76.6	East Belt (Y)	
	301	77.7	Springfield	

DELONG  
to  
SPRINGFIELD

SPRINGFIELD  
to  
DELONG

TIME TABLE NO. 1  
Effective February 1, 1970

SPECIAL INSTRUCTIONS

Freight Trains must not leave McKinley, East Belt, East Peoria, Edwardsville or Decatur without orders.

HOURS OF SERVICE

Train and engine service employes, after they have been on duty 14 hours must notify the Chief Dispatcher of the Railroad effected if they do not expect to finish the trip within 16 hours, and proceed unless directed otherwise.

Employes must know when called for service that they are available for duty under the Hours of Service regulations, and if in any any doubt, bring it to the attention of the Dispatcher.

TRAIN ORDER STATIONS

Train orderstations are located as follows: LeClaire Tower, North Wood River Tower.

Unless otherwise provided, a fixed signal must be used at each trainorder office, which shall indicate "proceed", except when changed to "stop". When "stop" is indicated, trains must not proceed without clearance Form A.

Clearance Form A must be delivered together with all train orders, showing the number of orders for the train and the number of each order. Conductors and Engineers must see that the information shown on the clearance Form A corresponds with the form 19 train orders received.

Conductors as well as Enginemen, upon approaching train order stations, must observe train order signal indications.

Train Dispatcher's telephone numbers:

Alton - 462-9315

462-2015

or Dial 22 on Channel 1 or 2 on company lines.

BULLETIN BOOKS

Edwardsville, Springfield, East Belt, Decatur and East Peoria.

Federal Tower, Federal Shops, Lang, Granite City and Wood River.

WESTWARD		EASTWARD	
Station Numbers	Miles From Delong	STATIONS	Siding Car Capacity
606		Delong	12
600	5.9	C&E Conn.	53
596	10.1	Fulls	14
590	15.9	Urbana	
588	18.3	Champaign	
585	21.6	Staley	28
581	25.2	Bondville	
	63.7	I.T. Jct.	
540	65.0	Decatur	
542	67.5	Brush	
530	77.4	Harristown	15
529	78.5	Fraser	16
522	85.7	Illioapolis	
717	93.4	Mechanicsburg Jct.	
513	94.2	Ennis	12
	105.9	Starnes	
	106.4	East Belt (Y)	
301	107.5	Springfield	

All trains will operate over the P&E RR (PC RR) between Delong and Champaign (Randolph St.) and will be governed by PC RR rules of the Operating Department, Time Table, Time Table Special Instructions, Bulletin Orders and Bulletins.

All trains will operate over the IC RR between Champaign (Randolph St.) and I.T. Jct. and will be governed by IC RR Rules of the Operating Department, Time Table, Time Table Special Instructions, Bulletin Orders and Bulletin Notices.

All trains will operate over the N&W RR between Brush and Starnes and will be governed by N&W rules of the Operating Department, Time Table, Time Table Special Instructions, General Orders and Bulletins.

## SPECIAL INSTRUCTIONS

### STOPS AND SPEED RESTRICTIONS

Trains will not exceed speed restrictions through towns and cities.

Trains operating over City streets, used jointly with vehicular traffic, will operate at restricted speed, unless a slower speed is indicated by Time Table or bulletin instructions.

**RESTRICTED SPEED** - A speed that will permit stopping short of another train or obstruction but not exceeding fifteen (15) miles per hour.

**YARD SPEED** - A speed that will permit stopping within one-half the range of vision.

Railroad crossings not governed by interlocking plants or gates, stop at distance of 30 feet, and not exceed a speed of 6 miles per hour over crossing.

All trains must not exceed 10 miles an hour through all turnouts.

Northbound trains leaving Leclaire Yard, will not exceed a speed of ten (10) miles per hour when moving off the lead onto the Main Line switch.

Hamel 15 miles per hour.

Big 4 subway south of Worden 10 miles per hour, Worden 15 miles per hour. Wabash subway north of Worden 15 miles per hour.

Staunton 10 miles per hour.

Benld 10 miles per hour.

Gillespie 15 miles per hour and all southbound trains stop before crossing Elm Street.

Carlinville, 15 miles per hour and 5 miles per hour over Main Street. GM&O Subway 15 miles per hour.

Nilwood 10 miles per hour.

Freight trains must not exceed a speed of 30 miles per hour Union to Evans.

## SPECIAL INSTRUCTIONS

### MULTIPLE GP TYPE DIESEL UNITS

To prevent jack-knifing in forward movements, when using more than three (3) GP Type units, the engine brake only must never be used for braking trains. All slow downs or stops must be made by using the automatic brake valve and the brake cylinder pressure on the locomotive must be less than the brake cylinder pressure on the train.

When making a back-up movement with more than three (3) units in multiple, there is danger of a jack-knife action of the units which may result in rail turning over under locomotive. Before making back-up movement with more than three (3) units, the leading unit or units must be isolated and only the rear three (3) units allowed to work power.

Enginemen must see that these instructions are strictly observed.

### SAFETY FIRST

"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.

In order to detect defects on passing trains, such as defective brake riggings, running gears, hot journals, etc., train crews in the clear on sidings, must be on the ground, bridge and section men must be in a position to watch passing trains for these defects and where no defects are noticed must give proceed signal to trainmen on rear of passing train. Rear trainman must be in a position to see such signals and communicate them to the head end to be answered by whistle signal 14g.

## SPECIAL INSTRUCTIONS

### SAFETY FIRST

Trainmen and Enginemen must observe train at frequent intervals and when rounding curves, in order to detect possible derailments, defects, hot journals, etc.

Under no circumstances will crews attempt to kick or drop cars at such tracks as the C. S. Johnson Company plant at Champaign, or Allis Chalmers tracks, Springfield, Ill., or at any other track where similar conditions exist.

Riding on top of box cars is prohibited.

When any train is to be backed over a road or street crossing, it is the duty of the Conductor to ride the rear of train to handle air, and have his brakemen stationed on the road or street crossing to protect same.

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions which, owing to local conditions or requirements, do not give clearance to men on top or side of car. Employees must familiarize themselves by personal observance with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employees must exercise great care in this respect.

Engineers are cautioned to exercise great care when an automobile or vehicle is being driven ahead or alongside of train. Sound the alarm vigorously and run cautiously until the automobile or vehicle is passed.

Employees whose duties may require them to give signals must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

Trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of accident the responsibility rest with the approaching train.

Between sunset and sunrise a red light must be displayed on rear of last car of all cuts occupying main track within yard limits.

## SPECIAL INSTRUCTIONS

### SAFETY FIRST

All trains must approach meeting or passing points under full control, and must not attempt to pass until switches and signals are seen to be properly set and the train to be met or passed is clear of the main track, Conductor of train on siding will take a position on opposite side of track from switch stand to give proper signals to passing trains.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuses. When recalled and safety to train will permit, he may return.

When the conditions require, he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by trainmen.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fuses must be thrown off at proper intervals.

When day signals cannot be plainly seen owing to weather or other conditions, night signals must also be used. Conductors and enginemen are responsible for the protection of their trains.

When a train doubles or an engine leaves its train or part of it on main track, except when switching at stations, one torpedo must be placed on rail and at night or in stormy or foggy weather or when the view is obstructed a red light must be placed on lead car to warn enginemen returning.

A train finding a fusee burning on or near its track must stop, then proceed at restricted speed.

## SPECIAL INSTRUCTIONS

### SAFETY FIRST

When a train is disabled or stopped suddenly by an emergency application of the air brakes or other causes, adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected until it is ascertained they are safe and clear for the movement of trains.

All members of engine or train crews must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine.

### RAILROAD CROSSINGS

Morton: (AT&SF RR) bring train to stop, if crossing clear, proceed.

Between J. & A. & Starne: (N&W RR-IC RR) governed by interlocking plant.

The switch between the North and East main lines is operated from the interlocking Tower.

The two color light signal for east and north bound trains will indicate green over red when the route is lined for Eastbound movement. It will indicate red over green when the route is lined for northbound movement. The normal indication is red over red. If the signal does not indicate proceed for the route you want to take, trains will stop until proper indication is displayed.

Eastbound trains sound one long whistle for the East route. Northbound trains sound four (4) short whistles for the north route.

Between East Belt and Allis: (B&O RR) governed by automatic interlocking.

The signals governing movements at this crossing are color-light type, two indication home signals and three indication approach signals.

They will normally display a Stop indication (red), changing to Proceed (green) when trains enter the approach clearing track section, if the opposing route is unoccupied.

## SPECIAL INSTRUCTIONS

### RAILROAD CROSSINGS

Trains failing to get a proceed indication will be governed by the instructions in the following paragraph.

(a) A home signal at Stop indicates that a B&O train is within the approach circuits. If after waiting three (3) minutes, the B&O train does not arrive, trainman will go to the crossing and proceed as follows:

(b) Unlock the box marked ITRR. If no B&O trains are seen to be approaching, operate push button, and hold for one second and then release. This should cause indicator light to light. After a time interval, the home signal should display a proceed indication.

(c) If the home signal fails to clear, after operating the push button, trains should pass home signal, then stop and wait three (3) minutes before proceeding over crossing under flag protection.

(d) Be sure to lock box before leaving.

(e) To make a reverse movement over the crossing, trainman will operate push button located on home signal mast. Signals will clear immediately unless a train on the B&O has entered the approach section. If signal fails to clear, and no trains are seen to be approaching on the B&O, then comply with paragraph (b) and (c).

(f) Trains finding either approach signal displaying Stop (red), will stop and wait three (3) minutes. If, at the expiration of this time, the approach signal still displays Stop, trainmen should proceed in accordance with Rule 99.

(g) Failures must be reported to the Train Dispatcher at once.

(h) Cars or engines must not be left standing between the home signals at any time.

When a train is proceeding on a signal after the operation of the time release or on a hand signal, it must be protected against conflicting train movements.

## SPECIAL INSTRUCTIONS

### RAILROAD CROSSINGS

Carlville: (GM&O RR) governed by gate. Trains will operate under control in approaching and moving over this crossing, after it is known that the way is clear, at a speed not to exceed ten (10) miles per hour.

Between Benld and Sawyerville: (C&NW RR) bring train to stop, if crossing clear, proceed.

Between Wall & Staunton: (N&W RR) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour until engine and first car have cleared crossing.

Between Worden and Hern: (C&NW RR) governed by automatic interlocking.

This crossing is protected by color-light home signals and operative approach signals. The home signals are controlled automatically, red "stop", yellow "proceed at restricted speed".

Speed over this crossing will be reduced to ten (10) miles per hour. This speed should not be exceeded until the rear of train has passed the crossing.

Trains approaching this crossing and finding the home signal "red" must stop and a trainman proceed to crossing. If no C&NW train is seen in the vicinity, trainmen will operate a push button which is mounted in the case on the side of the large relay case at the crossing. If, after the expiration of one minute, the home signal for that train does not change to "proceed at restricted speed" the train may proceed only after protecting the crossing by a flag, the same as though no interlocking plant existed. In case of failure of the plant to operate properly, immediate notification by telephone should be given to the dispatcher of the Illinois Terminal at Alton, Illinois.

At north end of Decatur yards, IT and IC main line movements are governed by gate.

Brush: (IC RR) governed by gate.

## SPECIAL INSTRUCTIONS

### RAILROAD CROSSINGS

Signalmen must not give hand signals when the proper indication can be displayed by the interlocking signals. Hand signals must not be given until the route has been examined, is known to be safe for the passage of train or engine, and until the train or engine comes to a stop at the home signal. When hand signals are necessary, they must be given from such a place and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are intended. Hand signals will be given with a yellow flag or yellow light.

Trains or engines must not pass an interlocking signal indicating Stop without receiving hand signals, except as provided in Rule 671, and must send a man ahead, provided they cannot see that the track is properly lined; the movement must then be made at restricted speed.

While an interlocking station is closed, or where no signalman is on duty at an interlocking, should a signal for an open route indicate Stop, movements through the interlocking must be preceded by a flagman. Before proceeding, the enginemen and trainmen must know the route is properly lined.

The facts must be reported to the train dispatcher from the first available point of communication.

At interlocking "A" signals indicating "Stop" must not be passed except as provided in Rules 628, 663 or 671.

### RAILROAD CROSSINGS - Diesel Division

Movements between North Wood River and Henry Street governed by bulletin instructions S-1 issued January 6, 1969.

Wood River-Ferguson Ave., GM&O RR, PC RR, governed by interlocking plant.

Leclair, IT RR, C&NW RR, N&W RR governed by interlocking plant.



## SPECIAL INSTRUCTIONS

### RAILROAD CROSSINGS - Diesel Division

O'Fallon B&O RR governed by interlocking plant.

Between Winters Siding and McKinley A&S RR governed by automatic interlocking. If the home signal indicates "Stop" and no A&S train is seen in the vicinity, after stopping, the train may proceed to the crossing where it must stop and open the knife switch which is located in a box fastened on the relay case near the crossing. It may then proceed by hand signal over the crossing, protecting against conflicting train movements, leaving the switch open. This puts the entire plant out of service and an immediate report should be made of such condition to the Dispatcher at the next telephone.

C.P. Junction, TRRA, double track, protected by semaphore.

Brooklyn, Southern RR, bring train to a stop, if crossing clear, proceed.

Stock Yards, N&W RR. Bring train to a stop, if crossing clear, proceed.

Bridge Jct., Puzzle switch, N&W, ITC. Operator controls Puzzle switch.

Granite City: TRRA, N&W, PC, GM&O governed by interlocking plant. Call operator on phone from 14th & Madison on Edwardsville Road for northbound movement, call from north side of plant for southbound movement.

The color light signal located on the Main track just south of Federal Yard will control southbound train movements both on the Main track and when leaving the yards. This signal will be controlled by operator at North Wood River Tower.

### SIGNAL COLORS AND INDICATIONS ARE AS FOLLOWS:

Yellow over Red... For movement on main track--proceed at restricted speed.

Red over Yellow... For movement from yards to main track--proceed at restricted speed.

Red..... Stop

## SPECIAL INSTRUCTIONS

Southbound trains on main track may pass signal indicating "Stop" to enter yard, but must receive proceed indication before leaving.

When southbound train is ready to leave Federal and signal indicates "Stop", crew must call Train Dispatcher and must not proceed until proper indication has been received or train has been given authority by train dispatcher to pass signal at "Stop"

Trains will operate under control between A&S crossing and McKinley yard, expecting to find the main line occupied. A&S trains use Illinois Terminal tracks between A&S crossing and McKinley yards.

See timetable in effect on Alton & Eastern Division for operation between Bridge Jct. and L&M Junction.

### SPRING SWITCHES

Spring switches are located as follows:  
Thermal No. 1 south end.

A train or engine trailing through and stopping on a spring switch must not make reverse movement or take slack while any part of train or engine is on switch points until switch has been thrown by hand.

Running switches must not be made through spring switches.

When necessary to throw a spring switch by hand the switch should be operated slowly keeping a steady pressure on the handle of the switch stand. The switch must be properly lined after having been used.

When a train is backed out of a spring switch, engineer must see that train is backed far enough out of the switch to see that switch points fit up properly before proceeding.

### CROSSING SIGNALS

Engineers of all trains should observe the small light in the side of the crossing signals and know that the signal is working before proceeding over the crossing at normal speed.

SPECIAL INSTRUCTIONS

CROSSING SIGNALS

Movements against traffic not afforded protection by crossing signals should be protected by train crews.

RESPONSIBILITY

All trains will operate carefully in foggy and inclement weather, and will protect movements through crossovers, and when stopped on main line, with proper flag protection and will be held responsible for failure to do so. This does not relieve the approaching train of responsibility in case of accident.

List of Through Truss and Other Non-Clearance Bridges and Subways

Location	Structures	Overhead Clearance From Top of Rail	Side Clearance From Track Center
Mackinaw	Mackinaw River Thru Bridge	16' 3"	6' 11"
Mackinaw	PC Subway	16' 3"	8' 11"
Mackinaw	B/4 Subway	16' 3"	8' 11"
Mackinaw	Highway Subway	16' 3"	8' 4"
Lincoln	Kickapoo Creek Thru Bridge	16' 3"	6' 9"
Springfield	IC Subway	16' 3"	8' 7"
Springfield	Fox Road Subway	16' 3"	23' 4"
Carlinville	GM&O Subway	16' 3"	6' 4"
Carlinville	Macoupin Creek Thru Bridge	18' 11"	8' 3"
Worden	N&W Subway	16' 3"	9' 10"
Worden	B/4 Subway	16' 3"	6' 4"
Edwardsville	Prickett Ave. Subway	17' 6"	14' 2"
Edwardsville	N&W Subway	19' 0"	8' 8"
Edwardsville	Highway Subway	20' 0"	8' 4"
Venice	T&E High Line	17' 3"	6' 7"
Venice	McKinley Bridge Thru Bridge	17' 3"	6' 7"
St. Louis	McKinley Bridge to Branch St.	17' 3"	6' 7"

SPECIAL INSTRUCTIONS

Location	Structures	Overhead Clearance From Top of Rail	Side Clearance From Track Center
St. Louis	Howard to Branch Elevated	17' 3"	6' 7"
St. Louis	Cass to Lucas Subway	17' 3"	6' 7"
Decatur	N&W Subway	16' 7"	13' 0"
Decatur	IC Subway	17' 0"	7' 10"
Decatur	IC, PC Subway	16' 7"	8' 5"
Decatur	N&W Staley Subway	17' 5"	7' 5"

Conductors must not attempt to handle cars through bridges and subways unless the height and width of the lading is at least 2 inches less than the clearance shown above. For any further information, contact dispatcher for disposition.

Tonnage Ratings

The following tonnage rating will govern over the predominate grades:

Northbound Maryville Grade		
One (1) SD-39	3350 tons	
One (1) GP-7	2150 tons	
Northbound Union Grade		
One (1) SD-39	3000 tons	
One (1) GP-7	1900 tons	
Northbound Herberger Grade		
One (1) SD-39	2250 tons	
One (1) GP-7	1700 tons	
Southbound Penn-Central Grade		
One (1) SD-39	3000 tons	
One (1) GP-7	1500 tons	

Each additional unit tonnage rating will be multiplied accordingly, i.e., three (3) SD-39 up Maryville 10,050 tons or two (2) SD-39 and one (1) GP-7 the maximum tonnage would be 8600 tons.

It is absolutely essential that all engineers observe the ampere rating plate on SD-39 equipment and be governed accordingly. Particular emphasis must be placed on the 1150 ampere load at a period not to exceed fifteen (15) minutes.

If there is any question or doubt in connection with above, please consult train dispatcher.

SPECIAL INSTRUCTIONS

Tonnage Ratings

Use following figures for tonnage basis for empty cars: Actual stencilled weight shown. For wheeling purposes minimum 28 tons.

Where it is necessary to double a grade, the train should be divided as nearly as possible in the center by weight, half the tonnage being handled in each movement.

When temperature is below zero, tonnage will be governed by instructions from Dispatcher.

- W.E. Sostman, Gen'l. Supt. .... St. Louis, Mo.
- L.M. Hall, Supt. of Transp. .... St. Louis, Mo.
- E.J. Sullivan, Supt. of Terminals. .... McKinley Yard
- S.B. Williams, Road Foreman of Engs. & Asst. Trainmaster. .... McKinley Yard
- D.S. Theroff, Trainmaster. .... Decatur, Ill.
- F.C. Wilkinson, Asst. Trainmaster - Agent. .... Springfield, Ill.
- A.L. Garbin, Chief Dispatcher. .... Alton, Ill.
- C.J. Greeling, Asst. Trainmaster. .... Alton, Ill.
- L.R. Cottrell, Asst. Trainmaster. .... McKinley Yard

MISSOURI PACIFIC EMPLOYEES' HOSPITAL ASSN.

- C. A. Reis, President
- J. A. Lembeck, MD, Medical Assistant
- St. Louis, Missouri

LOCAL PHYSICIANS AND SURGEONS

- |                           |                      |
|---------------------------|----------------------|
| ALTON, ILL.               | CARLINVILLE          |
| Dr. H.E. Mantz            | Dr. W.W. Lusk        |
| Dr. G.G. Moore            | Dr. R.G. England     |
| Dr. R.L. Lynn             | Dr. R.H. Rutherford  |
| Dr. B.A. Donnelly         | CERRO GORDO          |
| Dr. G.A. Rawlins, EEN&T   | Dr. A.O. Trimmer     |
| Dr. W.H. Middleton, EEN&T |                      |
| AUBURN                    | CHAMPAIGN            |
| Dr. K.J. Malmberg         | Dr. L.M.T. Stilwell  |
| Benld                     | DECATUR              |
| Dr. D.J. Zerbolio         | Dr. Nelson B. Jack   |
|                           | Dr. F. J. Brown      |
|                           | Dr. H. J. Bavor      |
|                           | Dr. R. Zink Sanders, |
|                           | Oculist              |

SPECIAL INSTRUCTIONS

LOCAL PHYSICIANS AND SURGEONS (Contd.)

- |                         |                          |
|-------------------------|--------------------------|
| EAST ST. LOUIS, ILL.    | PEORIA                   |
| Dr. R.F. Culbertson     | Dr. R.M. Sutton          |
| Dr. V.P. Siegel         | Dr. C.P. Strause         |
| Dr. J.W. Compton        | Dr. P.A. Cusack          |
| Dr. E.C. Casey, Oculist | Dr. H.E. Cooper,         |
| Dr. D.C. Schnellmann,   | Consultant               |
| Ophthalmologist         | Dr. C.V. Ward,           |
|                         | Ophthalmologist          |
| EAST PEORIA             | ST. LOUIS, MO.           |
| Dr. F.L. Stiers         | Staff of Mo. Pac. Hosp.  |
| EDWARDSVILLE            | 1755 South Grand         |
|                         | St. Louis, Mo. 63104     |
| Dr. E. Wahl             | SPRINGFIELD              |
| Dr. W.E. Delicate       | Dr. R.J. Patton          |
| Dr. H.L. Malench        | Dr. D.J. Lewis           |
| Dr. R.L. Malench        | Dr. F.P. Cowdin          |
| GILLESPIE               | Dr. W. Shriner           |
| Dr. A. Marciukaitis     | Dr. H.S. Dickerman, Jr.  |
| GIRARD                  | Dr. C.A. Ranker, Oculist |
|                         | Dr. H.S. Bernet          |
| Dr. H.A. Finney         | Dr. T. Masters           |
| GRANITE CITY            | Dr. R. Pearson           |
| Dr. G.F. Dietz          | Dr. C.M. Kenney, Intern  |
| Dr. A.D. Intriere       | STAUNTON                 |
| Dr. F.P. Bellipanni,    | Dr. J.C. Hawkins         |
| Dental Surgeon          | Dr. C.A. Ramey           |
| Dr. E.L. Strotheide,    | Dr. J.W. Ubben           |
| Chiropractor            | VENICE                   |
| ILLIOPOLIS              | Dr. J.R. Chalfin         |
| Dr. R.D. Bower          | VIRDEN                   |
| LINCOLN                 | Dr. F.E. Anspaugh        |
| Dr. R.B. Perry          | WILLIAMSVILLE            |
| Dr. L.N. Hamm           | Dr. H.W. Garrison        |
| Dr. W.J. Schall         |                          |
| MACKINAW                |                          |
| Dr. H.D. Fast           |                          |
| Dr. W.M. Harm           |                          |
| MADISON                 |                          |
| Dr. P.A. Spaskos        |                          |
| MAROA                   |                          |
| Dr. W.L. Terrell        |                          |

LOCAL PHYSICIANS AND SURGEONS (cont'd.)

EAST ST. LOUIS  
 Dr. R. F. Carpenter  
 Dr. V. F. Siegel  
 Dr. J. E. Gungor  
 Dr. E. E. Conroy  
 Dr. D. C. Sorensen  
 Dr. C. V. Ward  
 ST. LOUIS, MO.  
 Dr. F. L. Stiers  
 EDWARDSVILLE  
 Dr. E. Ward  
 Dr. W. E. DeLoach  
 Dr. H. E. Malin  
 Dr. R. E. Malin  
 Dr. J. P. Gowan  
 Dr. W. S. Dickman  
 Dr. E. A. Rankin  
 Dr. H. S. Rankin  
 Dr. T. W. Rankin  
 Dr. R. Rankin  
 GREENWICH CITY  
 Dr. A. D. Rankin  
 Dr. F. P. Rankin  
 Dr. E. L. Rankin  
 Dr. J. W. Rankin  
 STANTON  
 Dr. J. C. Rankin  
 Dr. E. L. Rankin  
 Dr. J. W. Rankin  
 VERICE  
 Dr. R. D. Rankin  
 VIRGIN  
 Dr. W. E. Rankin  
 WILLIAMSVILLE  
 Dr. H. W. Rankin  
 HACKMAN  
 Dr. H. D. Rankin  
 Dr. W. M. Rankin  
 MADISON  
 Dr. P. A. Rankin  
 MADON  
 Dr. W. L. Rankin