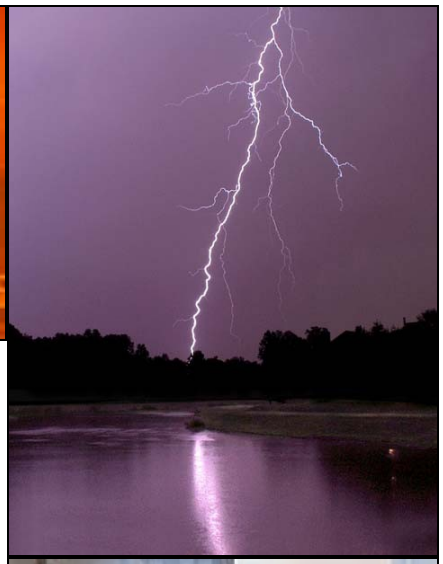

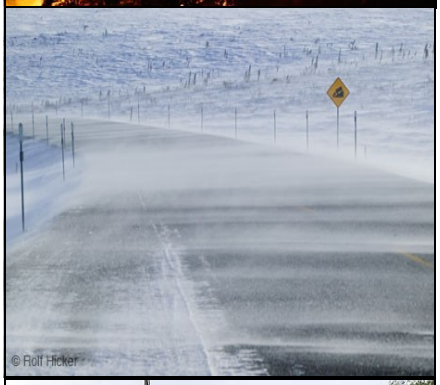

Moultrie County

Hazard Mitigation Plan

Written by:
Coles County Regional Planning
& Development Commission

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ACKNOWLEDGEMENTS

This Hazard Mitigation Plan (HMP) is intended to help guide Moultrie County and its municipalities over the next five years in their efforts to eliminate and/or minimize the impact of hazard events to critical facilities and community assets. The HMP will serve as a continually evolving guidebook that addresses the hazard issues identified within.

Steering Committee Members

Jan Haegen, Moultrie County Emergency Management Agency
Jeff Thomas, Sheriff (Retired)
Chris Sims, Sheriff (2015)
Jeffrey Birch, Highway Engineer
Monty LeCrone, Sullivan City Council
David Bowers, Moultrie Independent Phone Company
Jim McMahan, Bethany Fire Chief
Elmo Weaver, Sullivan TWP Road Commissioner
Orville Martin, Marrowbone TWP Road Commissioner
John Love, Sullivan Police Chief
Barry Morgan, Lovington Village Council

PUBLIC PLANNING PROCESS

Narrative Description

Hazard Mitigation is defined as any sustained action to reduce or eliminate long term risk to human life and property from hazards. The Federal Emergency Management Agency (FEMA) has made reducing hazards one of its primary goals; hazard mitigation planning and the subsequent implementation of resulting projects, measures, and policies is a primary mechanism in achieving FEMA's goal.

The Hazard Mitigation Plan is a requirement of the Federal Disaster Mitigation Act of 2000 (DMA 2000). The development of a local government plan is required in order to maintain eligibility for certain federal disaster assistance and hazard mitigation funding programs. In order for the national Flood Insurance Program (NFIP) communities to be eligible for future mitigation funds, they must adopt a Hazard Mitigation Plan.

DMA 2000 planning regulations stress that the planning team members must be active participants. The Moultrie County members were actively involved in the following components:

- Attending regular planning meetings
- Providing information for GIS maps and historical hazard information
- Reviewing and providing comments on the draft plans
- Coordinating and participating in the public input process
- Coordinating the formal adoption of the plan by the county

Planning Process

The Moultrie County Board is the governing body with primary responsibility for implementing HMP recommendation in the unincorporated areas of the County. The individual City Councils and Village Boards have like responsibilities within their respective jurisdictions. Moultrie County and its municipalities recognize that community involvement is an essential step in developing a mitigation plan, and all entities have involved their local communities in the mitigation planning process to help ensure the final plan reflects the values and needs of all residents, as well as building the support base necessary to implement the Plan. Public involvement was solicited at public meetings and through media reports and has provided valuable historical knowledge about the communities and has enhanced the completeness and accuracy of the Plan.

The Moultrie County Board, in cooperation with the other Planning Partners, appointed a Haz-

ard Mitigation Planning Committee (HMP) to assist with the development of this Plan. The Committee consists of representatives from each participating community and the County. Specifically, the Committee members represent the local Emergency Management Agency, local fire protection districts and/or local fire departments, local law enforcement agencies, community planning offices & building officials, community health officials, locally elected officials, medical & healthcare facilities, business and industrial representatives, and various public or other stakeholders.

The primary effort for the development of the Plan was led by the CCRP&DC staff in close cooperation with the Moultrie County ESDA. The composition of the Committee was developed to ensure significant public input. The Committee members kept their respective entities informed on the status of the HMP through verbal reports at regularly scheduled meetings. All meetings were open to the public and were verbally noted at the monthly Regional Planning Commission meetings (which are regularly attended by members from the general public and media), and notices were also posted in various locations throughout the County (i.e. Moultrie County Courthouse). All local participants were invited to attend each of the Committee meetings.

The Moultrie County Hazard Mitigation Plan kickoff meeting was held at the Moultrie County Boardroom on January 16, 2014. Kelly Lockhart and Jackie Chism gave an overview of the Hazard Mitigation Plan and explained the importance of having the plan in place. The Committee then discussed a meeting schedule for the rest of the plan.

The Moultrie County Hazard Mitigation Steering Committee met on January 16, 2014, February 14, 2014, March 14, 2014, June 13, 2014, September 12, 2014, November 14, 2014, December 12, 2014, January 9, 2015, March 13, 2015, and April 10, 2015. Each meeting was between one and two hours in length. During these meetings, the planning team successfully identified critical facilities, reviewed hazard data and maps, identified and assessed the effectiveness of existing mitigation measures, established mitigation projects, and assisted with preparation of the public participation information.

Public Involvement

An effort was made to solicit public input during the planning process, and a public meeting was held on April 10, 2015 to review the county's risk assessment. The plan was placed on display for public input.

Neighboring Community Involvement

The Moultrie County planning team invited participation from various representatives of county and local governments surrounding Moultrie County in the form of a survey. Results of this survey can be found in Attachment F.

Community Involvement

The Moultrie County Steering Committee invited participation from various representatives of county government, local city and town governments, community groups, local businesses, and farm groups.

Review of Technical and Fiscal Resources

The Steering Committee identified representatives from key agencies to assist in the planning process. Technical data, reports, and studies were obtained from these agencies.

Review of Existing Plans

Moultrie County and its local communities utilized a variety of planning documents to direct community development. These documents include emergency response plans, zoning, and building codes. The planning process also incorporated the existing natural hazard mitigation elements from previous planning efforts.

Jurisdiction Participation

The incorporated communities included in the multi-jurisdictional plan are listed in the table below:

Participating Jurisdictions
Moultrie County
City of Sullivan
Village of Lovington
Village of Bethany
Village of Lake City
Village of Dalton City
City of Arthur (West Half)
Village of Allenville
Village of Gays

COMMUNITY PROFILE

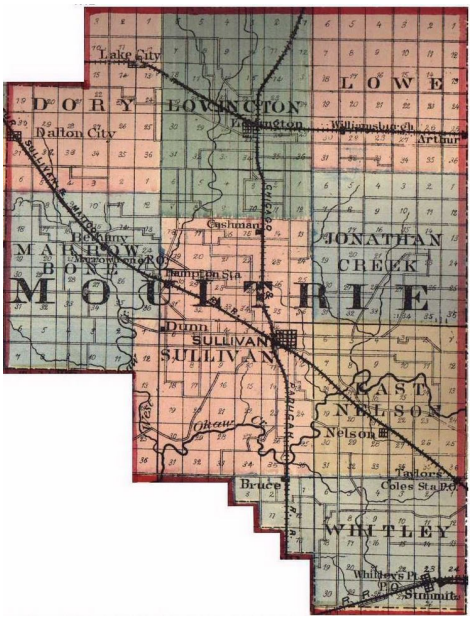
Introduction

Every place is influenced by connected communities. Those connections include shared natural resources like water and air, as well as the transportation systems that provide for the movement of goods, services and people. Regional context and locations can have a significant influence on development potential.

Although we live in a world where globalization increasingly influences our everyday lives, it is still our nearest neighbors that will often have the biggest influence on development potential. To understand the opportunities and threats that Moultrie County faces, it will be useful to examine the regional context of the county.

Background

Moultrie County is one of 102 counties in Illinois. Moultrie County is located in the East-Central part of the State and was named for General William Moultrie. The County encompasses approximately 344.48 square miles, of which nearly 336 square miles are land areas with the remaining areas being water covered. The County is served by a number of major roadways. IL 16, 121, 133, and 32 all cross it, as well as US 36 which runs along its northern border. Moultrie County is bordered on the north by Piatt County, on the east by Coles and Douglas Counties, on the south by Shelby County and on the west by Macon and Shelby Counties. The county lies in the 102nd Representative District, the 15th Congressional District, and the 51st Legislative District.



Moultrie County was formed in 1843 out of pieces of Shelby and Macon Counties. The area was originally inhabited by the Illini tribe, which was a branch of the Algonquin family. It was first settled by John Whitley from Kentucky in 1826. In 1845 Asa's Point was named the permanent county seat and renamed Sullivan. The first courthouse was built in 1848 but just 16 years later it burned down, destroying a large part of the county records. The present courthouse was erected in 1904.

REGIONAL CONTEXT AND SETTING

Regional Location

Moultrie County is located in central Illinois. The county shares a boundary with five other counties: Piatt to the north, Macon to the northwest, Shelby to the southwest, and Coles and Douglas to the east. These counties all share locational attributes such as transportation, infrastructure, weather and climate, and natural resources.

The county is crossed by several major highways and railroads, providing excellent connections with neighboring counties and larger metropolitan areas. State Highways 128 and 32 run north and south, while 133 and 121 run east and west. US Highway 36 crosses the very top of the county. The City of Decatur is the closest metropolitan area, being only 28 miles northwest of the county. Champaign is a little over 50 miles to the northeast, and Terre Haute, IN is 73 miles to the east. Effingham is 37 miles south.

There are two rail lines that run through Moultrie County: Canadian National and Union Pacific. Canadian National Railroad merged with the former Illinois Central Railroad. One of their lines runs from Peoria / Decatur through Dalton City, Bethany, Sullivan, Allenville and Coles Station to Mattoon where it has a junction with the main Canadian National line. Decatur is a major manufacturing center and is home to A.E. Staley (Tate & Lyle) and Archer Daniel Midland (ADM) who are among the largest corn and bean processors in the world. A large amount of grain and processed grain products (corn oil, soy oil) are carried along this vital artery to and from these processing plants in Decatur. The line also carries new construction equipment from the Caterpillar plants in Decatur and Peoria. Tate & Lyle operates a facility on the line at Coles Station. In addition Heritage Grain Coop in Dalton City ships large quantities of grain to Decatur and the gulf coast.

The County contains a number of major rivers, streams and lakes. The Kaskaskia River runs through part of the southern end of the County and the Kaskaskia River State Fish and Wildlife Management Area is located just southeast of Sullivan. Lake Shelbyville is located in the southwest corner of the county. Elim Lake, Wood Lake, Wilborn Creek, West Okaw River and several of its branches snake through the county, making it abundant in recreational areas.

Population and Housing

According to the 2010 census, Moultrie County has a population of 14,846, 5,758 households, and 4,053 families. They have a population density of 43 persons per sq. mile. There are 6,260 housing units at an average density of 18 per square mile. The racial makeup of the county is 98.5% White, 0.3% Black or African American, 0.2% American Indian or Alaska Native, 0.9% Hispanic or Latino, 0.2% Asian, and .06% are two or more races.

The Population Table below illustrates recent population changes for the county and its municipalities.

	Moultrie County	Allenville	Arthur (part)	Bethany	Dalton City	Gays	Lovington	Sullivan
2010	14,846	148	814	1,352	544	281	1,130	4,440
2000	14,287	154	764	1,287	581	259	1,222	4,326
1990	13,930	168	753	1,369	574	229	1,142	4,354

Source: U.S. Bureau of the Census

* Please note that the Village of Arthur is split between Moultrie and Douglas Counties, so the population total reflected above is only the section that is located in Moultrie County.

Homes in Moultrie County range from newly constructed houses in spacious and well planned developments to genteel, 150 year old two-story residences located along shady, tree-lined streets. In fact, a significant percentage of homes in Moultrie County are of the older variety, built before 1940 (23.2%). One can also find compact and cozy ranches in friendly subdivisions, multi-bedroom executive homes in exclusive neighborhoods, and many varieties in between. Apartments and other rental properties, some designed for senior citizens, are also available in Moultrie County. The same diversity is found in the smaller communities and rural areas of the county with newly constructed homes, an occasional rural subdivision, apartments and farmsteads mingling with older, long established homes and farms. Mobile home parks are found scattered throughout Moultrie County.

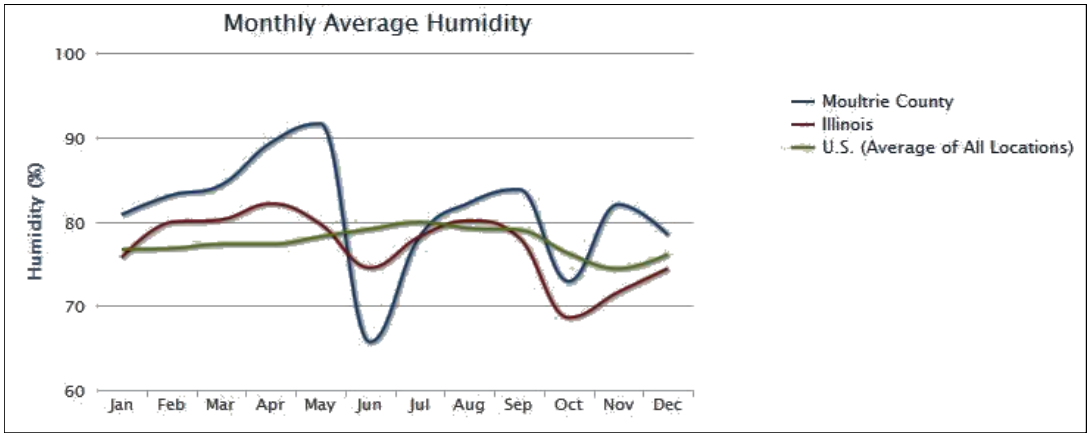
Table 2 shows Housing trends for the County over the last several decades.

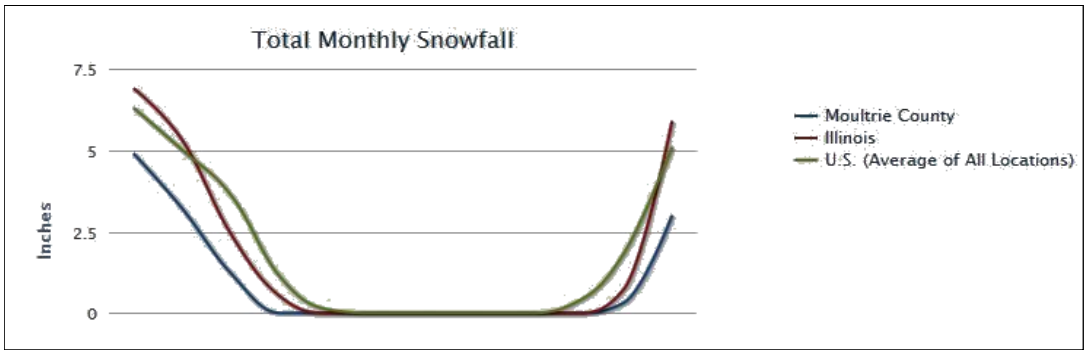
Moultrie County	Total Housing	Total Occupied	Owner Occupied	Renter Occupied	Vacant
2010	6,260	5,758	4,441	1,317	502
2000	5743	5405	4241	1164	338
1990	n/a	5,122	3,884	1,238	n/a
1980	n/a	n/a	n/a	n/a	n/a
1970	4,534	4,234	3,046	1,188	287

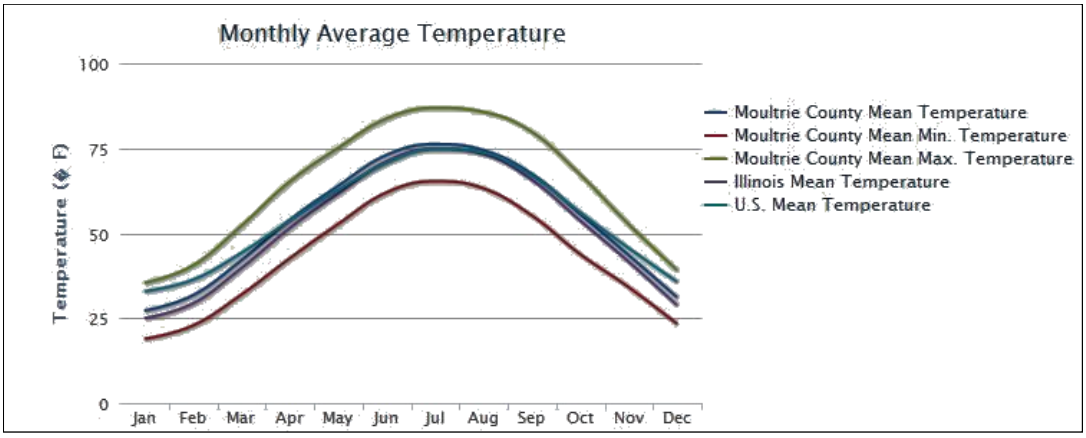
Climate

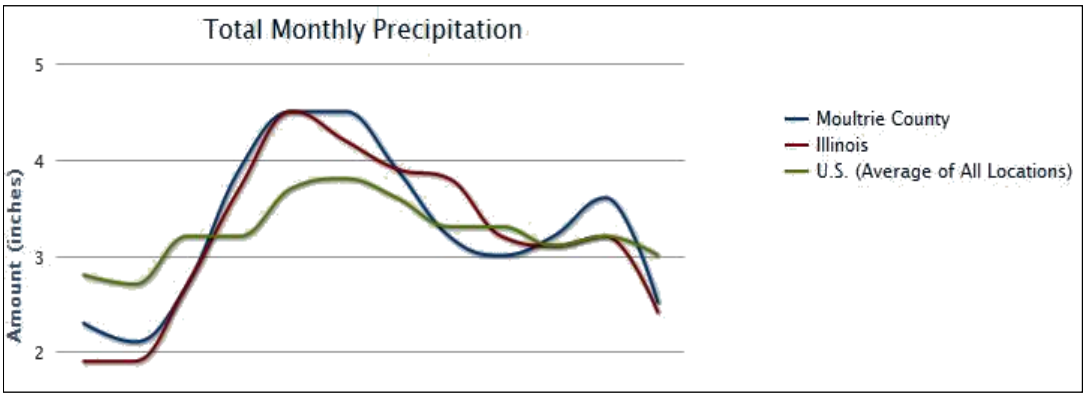
Climate conditions have effects on human health and safety. Illinois experienced two of its most deadly heat waves during the 1990s. The 1995 heat wave, the deadliest on record, accounted for 753 Illinois deaths. Annually, deaths attributed to extreme heat and cold far exceed deaths due to tornadoes, lightning, and floods.

Flooding is the single most damaging weather hazard in Illinois. Ever-increasing heavy precipitation since the 1940s has led to increased flood peaks on Illinois Rivers. Flood losses in Illinois ($257 million annually since 1983) are the third highest in the nation. Within Illinois and the Midwest, flood losses have been increasing at a greater rate than elsewhere in the nation. Over a 45-year period (1955-1999), Illinois had $5.195 billion in flood losses, and 74 % of those losses have occurred since 1985. Rising seas and increasingly severe weather are expected to increase the areas of the United States at risk of floods by up to 45 percent by 2100, according to a first-of-its-kind report released by the Federal Emergency Management Agency in June of 2013. Moultrie County has a high risk of flooding on approximately 7,766 acres. It has approximately 6,121 acres of impounded water, and Lake Shelbyville makes up about 5,500 acres of this total. The rest of the impounded water is in farm ponds. The primary objective of the Lake Shelbyville Reservoir, which was completed in 1970, is to control flooding on the lower Kaskaskia and Mississippi Rivers.


Monthly Average Humidity
Humidity (%)
100
90
80
70
60
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Moultrie County
Illinois
U.S. (Average of All Locations)


Total Monthly Snowfall
Inches
7.5
5
2.5
0
Moultrie County
Illinois
U.S. (Average of All Locations)


Monthly Average Temperature
Temperature (° F)
100
75
50
25
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Moultrie County Mean Temperature
Moultrie County Mean Min. Temperature
Moultrie County Mean Max. Temperature
Illinois Mean Temperature
U.S. Mean Temperature


Total Monthly Precipitation
Amount (inches)
5
4
3
2
Moultrie County
Illinois
U.S. (Average of All Locations)

LAND USE

Comprehensive Planning Efforts

The last Comprehensive Plan written for Moultrie County was published by Scruggs and Hammond of Peoria, IL, and was adopted by the Moultrie County Board in 1964. Since that time, various efforts have been made to address certain issues contained in the Comprehensive Plan concerning land use and development.

The Comprehensive Plan for the Village of Arthur serves as a general framework for guiding the future development of Arthur. The document outlines a series of goals and recommendations for several different aspects of planning and development, including some recommendations for the County as a whole. The core of the plan is a community-wide vision which is based upon a community participation process, an active steering committee and the guidance of elected and appointed officials. Issue identification is important for showing that the plan addresses the needs and concerns of the Arthur community.

Zoning and Building Codes

While much of the emphasis of this plan is on flood mitigation, the consideration of other natural hazards is equally important. Potential damages due to wind, tornadoes, and ice storms should also be explored. The Illinois Emergency Management Agency has successfully worked with Central Illinois communities to implement building codes and other construction practices that can minimize damages that can result from high winds and ice storms.

Economic Development

While Moultrie County is primarily an agricultural area, the presence of several mid-sized firms and small locally-owned businesses help to make it a very well rounded community. Agri-Fab and Hydro Gear are perhaps the most well-known factories in the Sullivan area, producing lawn mowers and associated products and parts. Monarch Cabinetry, also in Sullivan, is a family owned business that provides quality craftsmanship on a wide variety of products from kitchen cabinets and bathroom vanities to entertainment centers. MasterBrand Cabinets in Arthur is another producer of quality cabinetry that contributes to the area. According to the 2012 census, nearly 25% of Moultrie County residents work in the manufacturing industry.

The County has also recently completed a new health clinic to service their residents. Thanks to funding from a community development grant, the new 5,000+ sq. foot building will be more visible, functional and handicapped-accessible than the previous facility, which was lo-

cated in the basement of the Field's Wright Medical Clinic. The new building, located in Sullivan, was finished in 2014.

The City of Sullivan has three TIF districts, as well as a program available to local businesses called the Historic Downtown Façade Program, which helps to maintain buildings in the downtown area. Approved applicants are awarded a 50% façade grant for exterior building renovations, not to exceed $20,000. A TIF loan can be applied for with the City, who collaborates with three local banks in Sullivan. With this program, the banks provide 75% of the loan amount and the City provides 25% out of the TIF fund at 1% interest, keeping the overall interest low. Applicants must be located in one of the three TIF districts to apply. In addition to these, the City also supports a Community Development Assistance Program (CDAP) Revolving Loan Fund. Per this program, the applicant can apply to borrow $15,000 per new job created with their business at a fixed rate of 4% interest. The total loan amount cannot exceed 50% of the total project cost. Funds for this loan are provided by the State of Illinois, and are therefore subject to the states terms and conditions.

Top 10 Major County Employers

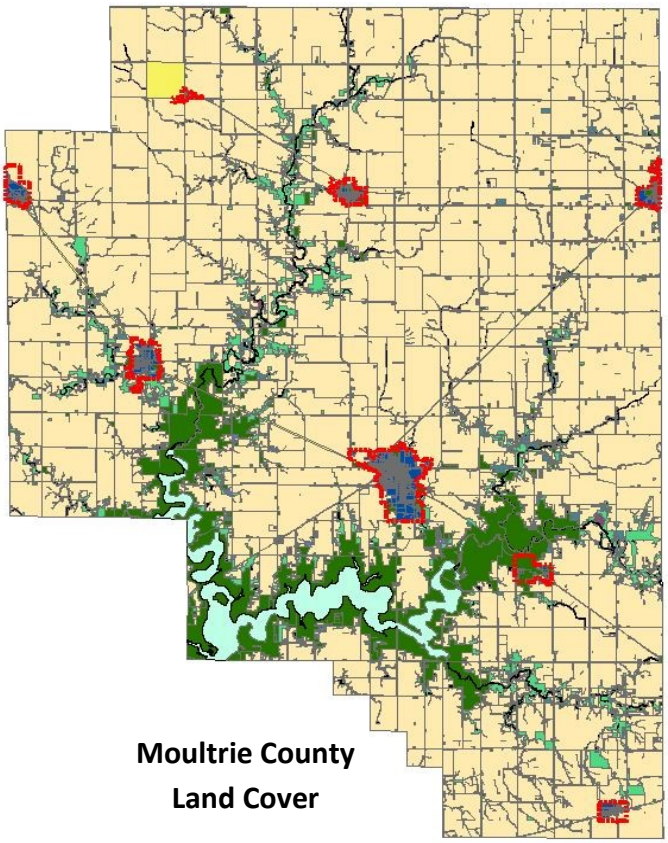
Employer	Location	Employees	Products/Service
Master Brand Cabinets	Sullivan	851	Custom Cabinetry
Agri-Fab	Sullivan	250-499	Lawn care parts/Products
Hydro Gear	Sullivan	200-500	Lawn care parts/Products
Arthur-Lovington-Atwood-Hammond School System	Arthur	150	Education
Mid-State	Sullivan	140	Steel Tank Manufacture
Sullivan School System	Sullivan	95	Education
City of Sullivan	Sullivan	60	City Government
Moultrie County	Sullivan	50-60	Government
Monarch Cabinetry	Sullivan	38	Custom Cabinetry
Okaw Farmers	Lovington	18	Grain Delivery

Agriculture

As of 2007, Moultrie County had a total of 167,791 acres of farmland. The average value of farmland in Moultrie County is $2,373/acre or a total of $610 million countywide. In 2010, the total cash receipts from farming totaled approximately $108 million. Flooding is a significant hazard in the county in areas where drainage problems are common (Lovington, Bethany and Sullivan) and could significantly impact agricultural outcome.

The chief resource of the people of Moultrie County is soil, which is well suited to cultivate crops such as soybeans. In 2010, Moultrie County had the 2nd best soybean yield per acre in the state of Illinois. Of the approximately 214,400 acres in Moultrie County, over 167,000 acres are farm land; of these, there are approximately 520 farms containing an average of 323 acres.

The State has provisions to reduce soil loss to a tolerable level because it does not regenerate itself. Also, the federal farm bill requires that a person develop a plan on how to reduce land and soil loss if they live on a highly erodible land area.



Moultrie County Land Cover

HAZARDS INTRODUCTION

Natural hazards, technological hazards, and bio-terrorism have the potential to impact citizens, property, the environment, and the economy of Moultrie County. Flooding, windstorms, tornadoes, severe thunderstorms, severe winter storms, earthquakes, hazardous materials accidents and incidents, disease and acts of terrorism could expose Moultrie County residents and businesses to the financial and emotional costs of recovering from a disaster. The risk associated with natural and man-made hazards increases as more people inhabit areas that could potentially be affected by a disaster. The inevitability of natural and man-made hazards creates an urgent need to develop strategies, coordinate resources, and increase public awareness to reduce risk and prevent loss from future disaster related events. Identifying risks posed by natural and man-made hazards and developing strategies to reduce the impact of a hazard event can assist in protecting life and property of citizens and communities. Local committees, such as the Moultrie County Hazards Mitigation Planning (HMP) Committee, organizations and disciplines can work together to address the potential impacts of hazard events.

FIRE

Description

Residential fires can be started by either natural or manmade causes. Prolonged warm winds can increase fire risks. Sparks and embers are carried by winds, escalating fire spread. Dryness and the combination of brush and/or crops create a situation where large land areas adjacent to a city can be exposed to fires. Hazardous substance explosion, vehicular accidents, smoking, and any number of other activities can contribute to fires.

Previous Occurrences

November of 1896: Big fire in City of Sullivan. Hagerman and Duncan Planing Mill and the lumber yard were burned down. At the time, the city had no main water system, and people depended on wells and cisterns for home water supplies. The city had no organized fire department, so residents had to fight the blaze with buckets.

December 1901: Fire in Arthur costs city seven business buildings. Loss estimated at $20,000 (approx. half a million by today's standards), with only $8,000 in insurance policies to cover those damages. Still no fire department, only buckets of water to fight it. Wind blowing out of the east spread the fire towards the residential section of town.

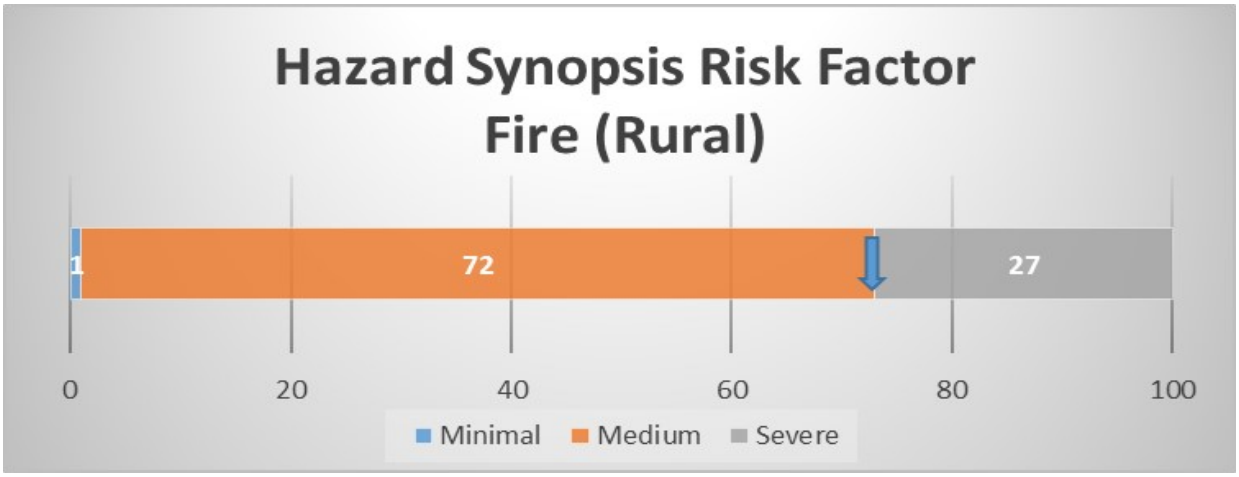
July 1960: Early morning fire destroyed the Gauger Lumber Company and the adjoining Hagerman & Harshman Planing Mill in Sullivan. Thought to be a cover up for burglary attempt at the lumber yard. Fire spread quickly and also took out the Ballard house, which adjoined the lumber mill to the south. Trucks from Bethany, Lovington and the Dora fire district came to help.

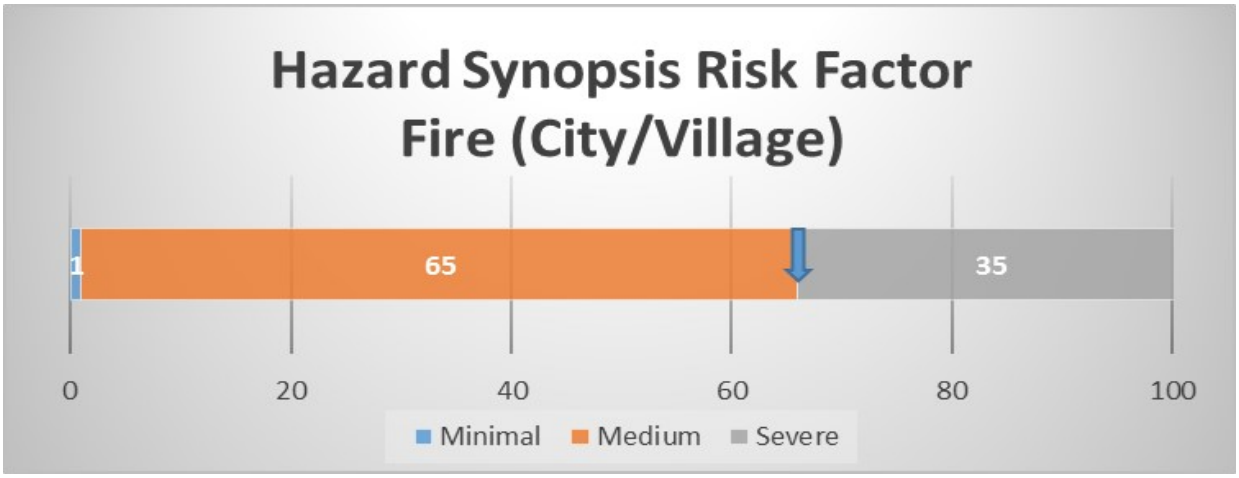
May 13, 1967: Allenville Grain Elevator burns-cause unknown. Main power switch was off, so the only power to the building was in the fire alarm system. Power in the area was interrupted for a short time due to debris being blown into the lines. Allenville was not in any fire district, but Sullivan sent a tanker truck. Prevented flames from spreading to a home SW of the elevator. Total loss in about an hour. The elevator was made of wood covered in corrugated metal sheets, which became a hazard as they floated down from the burning structure. Elevator contained 10,000 bushels of soybeans and 1,000 bushels of corn. Two years before this fire (1965), the office building burned at this site. There was also another fire at this site in 1916.

May of 1999: Highly suspicious factory fire in former Switchcraft plant-now a 67,000 sq. ft. satellite factory of the Agri-Fab operation. Loss is estimated to range well into the millions. Giant clouds of smoke threatened to expand the crises into a full scale community disaster. Nearby hotel and residences were evacuated. American Legion was opened as a shelter for evacuees. Route 32 blocked for about 7 hours. Mutual aid was provided by no less than 15 fire departments: Mattoon, Arcola, Atwood, Mt Zion, Arthur, Bethany, Dora Township, Lovington, Bement, Hammond, Cerro Gordo, Findlay, Shelbyville, Strasburg and Windsor. One of the largest blazes in Sullivan history.

Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. An overall rating is shown below in graph form. A more comprehensive overview of each rating is shown later in this document.





EARTHQUAKE

Description

Earthquakes are created by tectonic movement of the earth's crust. The theory of plate tectonics, introduced in 1967, holds that the Earth's crust is broken into several major plates. These rigid 50- to 60- mile thick plates move slowly and continuously over the interior of the earth, meeting in some areas and separating in others. This movement is manifested as localized ground shaking and/or soil liquefaction. After the initial seismic event, tremors or aftershocks can occur for an extended period of time resulting in additional structural damage to buildings and public facilities, as well as additional injuries and deaths.

The most common effect of an earthquake is that people feel shaking. In addition, earthquakes can cause buildings to collapse, roadways to crack and heave, power lines to fall, and gas lines to rupture.

The New Madrid Seismic Zone is about 40 miles wide and 200 miles long. It extends from southeastern Missouri, northeastern Arkansas, western Tennessee, western Kentucky, and southern Illinois. In the winter of 1811 and 1812, three large earthquakes near magnitude 8 and numerous aftershocks were felt in the region. Damage from these earthquakes was reported at 1,000 miles away.

The Wabash Valley Seismic Zone stretches from Mount Vernon, Illinois to near Evansville, Indiana. Although this fault has produced numerous smaller earthquakes, the potential for a large earthquake exists in southern Illinois.

The following table from Geology Café shows earthquake intensities and the expected damages based on the strength of the earthquake.

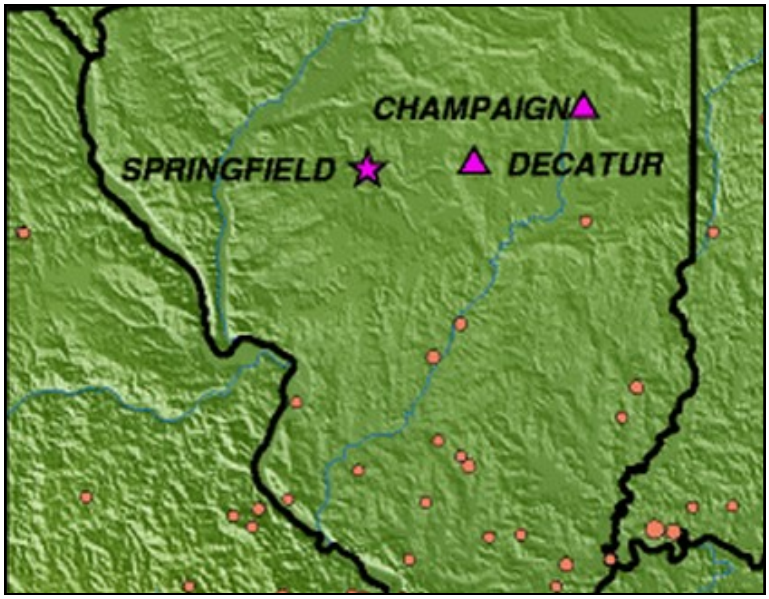
Richter Magnitude Scale (M)	Modified Mercalli Intensity Scale (MMI)	Magnitude/Intensity felt near an earthquake epicenter
1.0- 1.9	I	An M=1 is roughly equivalent to a quarry blast and can be generated by non-earthquake related events (such as a rock fall). Earthquakes of this intensity are generally not felt.
2.0-2.9	II	Felt by only a few people at rest, especially on the upper floors of buildings.
3.0-3.9	III	Felt noticeably by people indoors or on upper floors of buildings, but may not be recognized as an earthquake (similar to shaking by a passing truck, typically very short in duration).
4.0-4.9	IV-V	Felt noticeably by people both indoors and outdoors. Will wake some sleeping people. Walls will make cracking noises, and dishes, doors, and windows will rattle or move. Motor vehicles will rock noticeably. MMI=5 will cause unstable objects to fall or overturn; pendulum clocks may stop.
5	VI-VII	An M=5 earthquake is roughly equivalent to the force of a 10 kiloton nuclear blast (like Hiroshima). Earthquakes of this magnitude are felt by practically everyone. Damage is negligible in well-constructed buildings. Plaster may crack and fall; some chimneys may be broken.
6	V11-IX	Damage negligible in well-designed buildings. Slight to great damage to buildings and infrastructure of poor design.
7	VIII and higher	Well designed buildings may experience some damage. Building and bridges may shift off their foundations or partially collapse.
8	X and higher	Wooden building may be destroyed. Few masonry structures remain standing. Bridges destroyed; rail lines are bent.
9	XII	Damage total. The ground is distorted. Objects are thrown into the air.

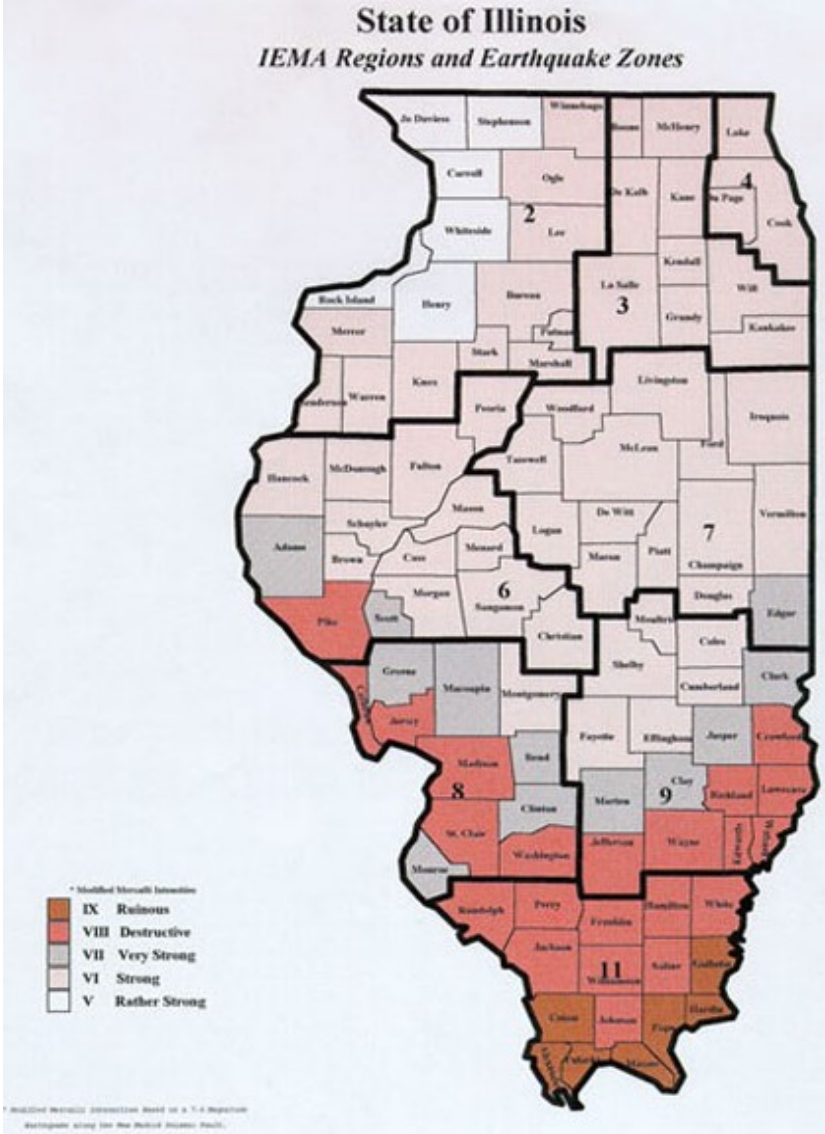
Moultrie County is in a region that is susceptible to earthquakes, but is away from the main seismic zones. The probability of an earthquake in Moultrie County is low and the impact of a strong earthquake along the New Madrid Fault is also expected to be low. According to the Illinois Emergency Management Agency, and the map shown below, Moultrie County might expect an earthquake on the Mercalli Intensity scale in the range of a VI. An earthquake of this magnitude will cause little damage to well-constructed buildings, although some chimneys could collapse and plaster will crack.

Historical Events

November 9, 1968: Earth tremor of fairly strong reading hit Midwest. Bottles "jiggled off shelves" in Charleston. This earthquake was of a magnitude 5.3 and was felt in 23 states.

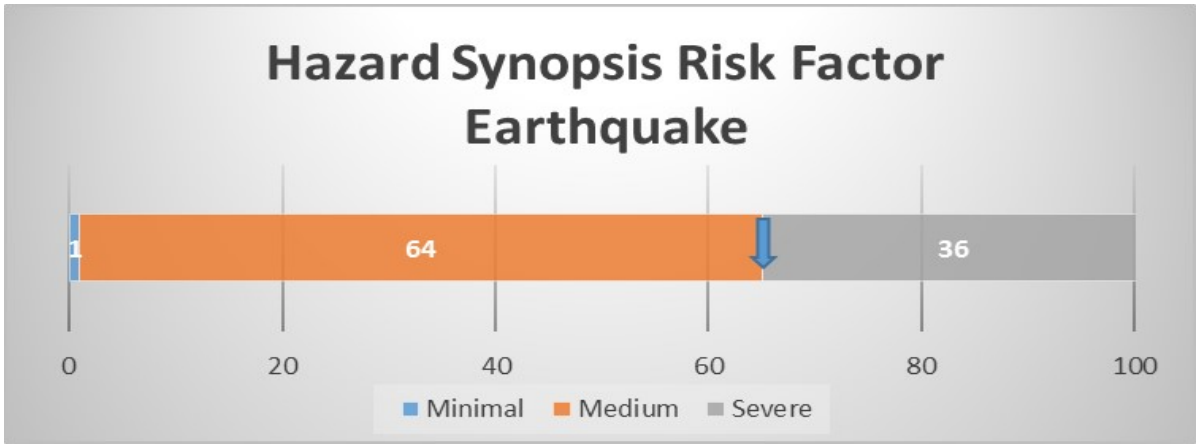
Numerous other earthquakes have been felt in the region and many have been felt in Moultrie County. Those are shown here on the map below.





Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. An overall rating is shown below in graph form. A more comprehensive overview of each rating is shown later in this document.



THUNDERSTORM

Description

The typical "thunderstorm season" occurs from March to October annually. The central United States provides optimal conditions for thunderstorm development, which can occur during any month of the year when conditions are favorable. Severe thunderstorms produce damaging winds, damaging hail, lightning, flooding and occasional tornadoes. The typical thunderstorm is 15 miles in diameter, lasts an average of 30 minutes and is accompanied by lightning, which averages more than 11 cloud-to-ground strikes per square mile. Of the approximately 16 million thunderstorms that occur each year around the world, 100,000 occur in the United States. Of that amount, only 10 percent are classified as "severe."

Severe thunderstorms are defined as thunderstorms with one of more of the following characteristics: strong winds (equal to or greater than 58 miles per hour), large damaging hail (.75 inches or higher in diameter), or frequent lightning. Severe thunderstorms most frequently occur in Illinois during the spring and summer months.

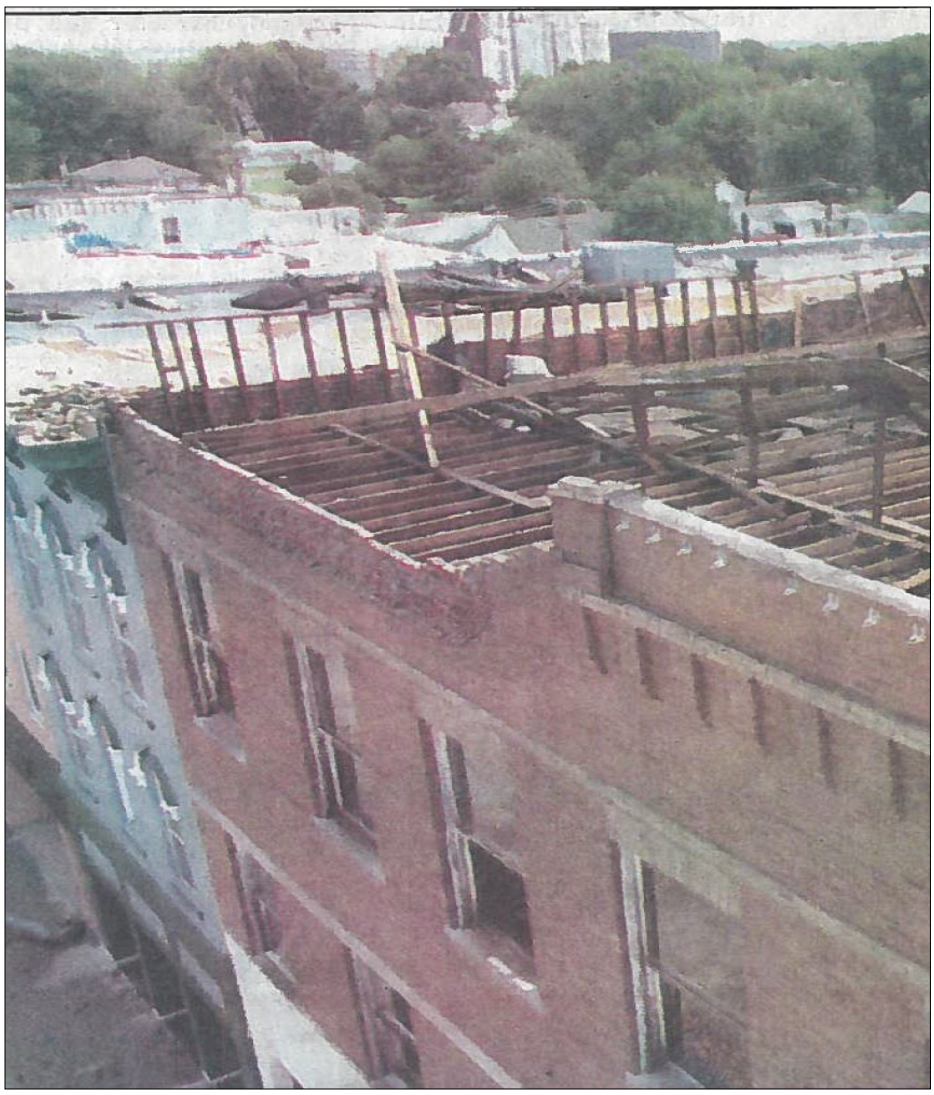
Historical Events

June 1956: Close to $40,000 in damages in Sullivan community by severe wind and rain storm. Trees uprooted, streets blocked, crops damaged-mostly wheat and oat crops. Rain recorded between 2.5 and 3.4 inches in different areas of the city. Vehicles were damaged by falling limbs and downed power lines. Plate glass windows were blown out of several businesses.

March 12, 2006: An unusually long-tracked supercell thunderstorm moved across the Central United States, causing significant damage across Several Central IL counties. A significant portion of the storm was caused by straight line winds as opposed to tornados, but 2 F2 tornadoes also caused

much damage, mostly to Springfield. More than 2 dozen people were injured and damages totaled over $15 million in public and private property damage, and thousands lost electricity for days. (FEMA 1633-DR)

July 2010: Sullivan-winds clocked at 95-100 mph ripped the roof off the Taylor building and sent the remnants over the top of the adjacent buildings, causing some damage. Bricks from the front of the building and the roof fell to the street.



COUNTY	START	DATE	TIME	EVENT	WIND SPEED	DEATHS	INJURIES	PROP. DAMAGE	CROP DAMAGE	SOURCE	END LOCATION
MOULTRIE CO.		5/14/1991	1224	Thunderstorm Wind	0	0	0	0	0		
MOULTRIE CO.		5/17/1991	2202	Thunderstorm Wind	0	0	0	0	0		
MOULTRIE CO.	LOVINGTON	3/27/1998	1940	Thunderstorm Wind		0	0	0	0		LOVINGTON
MOULTRIE CO.	CADWELL	4/13/1998	2032	Thunderstorm Wind		0	0	0	0		CADWELL
MOULTRIE CO.	LOVINGTON	5/19/1998	1915	Thunderstorm Wind		0	0	42000	0	NEWSPAPER	CADWELL
MOULTRIE CO.	SULLIVAN	5/22/1998	2149	Thunderstorm Wind		0	0	0	0	AMATEUR RADIO	SULLIVAN
MOULTRIE CO.	KIRKSVILLE	6/12/1998	1618	Thunderstorm Wind		0	0	0	0	LAW ENFORCEMENT	KIRKSVILLE
MOULTRIE CO.	SULLIVAN	6/18/1998	2037	Thunderstorm Wind	52	0	0	0	0	EMERGENCY MANAGER	SULLIVAN
MOULTRIE CO.	COUNTYWIDE	6/29/1998	1650	Thunderstorm Wind		0	0	0	0	EMERGENCY MANAGER	COUNTYWIDE
MOULTRIE CO.	SULLIVAN	11/10/1998	600	Thunderstorm Wind		0	0	0	0	EMERGENCY MANAGER	SULLIVAN
MOULTRIE CO.	SULLIVAN	6/1/1999	1930	Thunderstorm Wind		0	0	75000	0	EMERGENCY MANAGER	LOVINGTON
MOULTRIE CO.	ALLENVILLE	4/20/2000	945	Thunderstorm Wind		0	0	0	0	NWS STORM SURVEY	ALLENVILLE
MOULTRIE CO.	SULLIVAN	6/14/2000	1250	Thunderstorm Wind		0	0	0	0	LAW ENFORCEMENT	SULLIVAN
MOULTRIE CO.	BETHANY	6/20/2000	2024	Thunderstorm Wind		0	0	0	0	NWS STORM SURVEY	BETHANY
MOULTRIE CO.	SULLIVAN	8/6/2000	1940	Thunderstorm Wind		0	0	0	0	OFFICIAL NWS OBS.	SULLIVAN
MOULTRIE CO.	LOVINGTON	8/26/2000	2037	Thunderstorm Wind		0	0	1000	0	OFFICIAL NWS OBS.	LOVINGTON
MOULTRIE CO.	SULLIVAN	2/9/2001	1010	Thunderstorm Wind	50	0	0	0	0	LAW ENFORCEMENT	SULLIVAN
MOULTRIE CO.	LOVINGTON	8/18/2001	1429	Thunderstorm Wind	50	0	0	0	0	EMERGENCY MANAGER	LOVINGTON
MOULTRIE CO.	SULLIVAN	10/24/2001	1255	Thunderstorm Wind	50	0	0	0	0	OFFICIAL NWS OBS.	SULLIVAN
MOULTRIE CO.	SULLIVAN	4/27/2002	2200	Thunderstorm Wind	50	0	0	0	0	LAW ENFORCEMENT	SULLIVAN
MOULTRIE CO.	COUNTYWIDE	5/9/2002	100	Thunderstorm Wind	50	0	0	0	0	LAW ENFORCEMENT	COUNTYWIDE
MOULTRIE CO.	COUNTYWIDE	5/6/2003	2000	Thunderstorm Wind	55	0	0	0	0	LAW ENFORCEMENT	COUNTYWIDE
MOULTRIE CO.	BETHANY	5/23/2004	1845	Thunderstorm Wind	60	0	0	0	0	EMERGENCY MANAGER	BETHANY
MOULTRIE CO.	BETHANY	5/24/2004	2341	Thunderstorm Wind	52	0	0	0	0	AWOS	
MOULTRIE CO.	SULLIVAN	5/31/2004	1958	Thunderstorm Wind	58	0	0	0	0	AWOS	
MOULTRIE CO.	LOVINGTON	8/18/2004	1612	Thunderstorm Wind	50	0	0	0	0	LAW ENFORCEMENT	LOVINGTON
MOULTRIE CO.	LOVINGTON	3/30/2005	1950	Thunderstorm Wind	60	0	0	0	0	TRAINED SPOTTER	LOVINGTON
MOULTRIE CO.	SULLIVAN	5/19/2005	1954	Thunderstorm Wind	55	0	0	0	0	LAW ENFORCEMENT	SULLIVAN
MOULTRIE CO.	KIRKSVILLE	7/4/2005	1345	Thunderstorm Wind	50	0	0	0	0	OFFICIAL NWS OBS.	KIRKSVILLE
MOULTRIE CO.	BETHANY	11/5/2005	2300	Thunderstorm Wind	55	0	0	0	0	BROADCAST MEDIA	BETHANY
MOULTRIE CO.	SULLIVAN	4/2/2006	1740	Thunderstorm Wind	65	0	0	0	0	EMERGENCY MANAGER	SULLIVAN
MOULTRIE CO.	WILLIAMSBURG	4/2/2006	1800	Thunderstorm Wind	52	0	0	0	0	EMERGENCY MANAGER	WILLIAMSBURG
MOULTRIE CO.	SULLIVAN	5/24/2006	1610	Thunderstorm Wind	50	0	0	0	0	EMERGENCY MANAGER	SULLIVAN
MOULTRIE CO.	SULLIVAN	5/24/2006	1615	Thunderstorm Wind	50	0	0	0	0	OFFICIAL NWS OBS.	SULLIVAN
MOULTRIE CO.	SULLIVAN	6/22/2006	1705	Thunderstorm Wind	56	0	0	0	0	TRAINED SPOTTER	SULLIVAN
MOULTRIE CO.	SULLIVAN	5/15/2007	1342	Thunderstorm Wind	53	0	0	0	0	Mesonet	SULLIVAN
MOULTRIE CO.	BETHANY	10/18/2007	1651	Thunderstorm Wind	61	0	0	15000	0	Law Enforcement	BETHANY
MOULTRIE CO.	ALLENVILLE	7/8/2008	1700	Thunderstorm Wind	61	0	0	15000	0	Trained Spotter	ALLENVILLE
MOULTRIE CO.	COLES	7/8/2008	1702	Thunderstorm Wind	61	0	0	2000	0	Mesonet	COLES
MOULTRIE CO.	KIRKSVILLE	7/19/2010	1250	Thunderstorm Wind	78	0	0	1000000	100000	NWS Storm Survey	CHIPPS
MOULTRIE CO.	ALLENVILLE	7/19/2010	1300	Thunderstorm Wind	61	0	0	25000	0	Mesonet	ALLENVILLE
MOULTRIE CO.	ALLENVILLE	7/19/2010	1300	Thunderstorm Wind	61	0	0	65000	0	Mesonet	ALLENVILLE
MOULTRIE CO.	SULLIVAN	4/19/2011	1913	Thunderstorm Wind	61	0	0	200	0	COOP Observer	SULLIVAN
MOULTRIE CO.	GAYS	8/16/2012	1445	Thunderstorm Wind	70	0	0	24000	0	Mesonet	GAYS
MOULTRIE CO.	GAYS	8/16/2012	1445	Thunderstorm Wind	70	0	0	25000	0	Emergency Manager	GAYS
MOULTRIE CO.	FAIRBANKS	5/2/2013	1205	Thunderstorm Wind	52	0	0	24000	0	Law Enforcement	FAIRBANKS
MOULTRIE CO.	SULLIVAN	5/20/2013	2222	Thunderstorm Wind	70	0	0	45000	0	Emergency Manager	SULLIVAN
MOULTRIE CO.	SULLIVAN	5/20/2013	2225	Thunderstorm Wind	61	0	0	40000	0	Trained Spotter	SULLIVAN
MOULTRIE CO.	LOVINGTON	6/25/2013	2015	Thunderstorm Wind	52	0	0	30000	0	Emergency Manager	LOVINGTON

HAIL STORM

Description

A hail storm is a part of a severe thunderstorm and forms in Cumulonimbus clouds. These clouds contain vast amounts of energy in the form of updrafts and down drafts. Vertical winds can reach speeds over 176 kilometers (110 miles) per hour. Hail grows in the storm cloud's main updraft, where most of the cloud is in the form of "super-cooled" water. The water remains a liquid even though its temperature is at or below 0 degrees Celsius (32 degrees Fahrenheit). At temperature higher than -40 degrees C (-40 degrees Fahrenheit) the "super-cooled" liquid needs something on which to freeze or it remains a liquid. Ice crystals, frozen raindrops, dust, and salt from the ocean are also present in the cloud. On collision, super-cooled water will freeze onto any of these hosts, thus creating new hailstones or enlarging those that already exist. Hail creates a great deal of damage to crops throughout the U.S. annually with damage totals into the hundred million dollar range. It also causes serious damage to homes and vehicles. Hailstones range from pea-sized to baseball sized, but on rare occasions hailstones larger than softballs have been reported.

Moultrie County is at risk for hail with the primary damage threats being to crops, roofs, and automobiles.

Historical Events

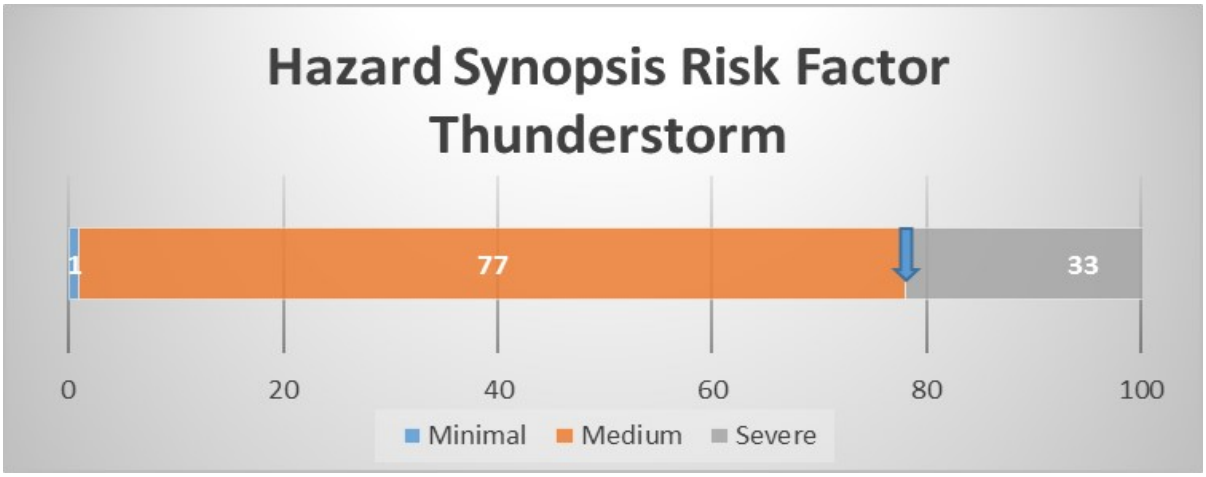
August 1927: Hail storm caused thousands of dollars in damages. Five mile long territory by 10 or 11 miles wide (Sullivan to Allenville). Practically all growing corn was destroyed and window and roof damages were heavy. Hail was marble to hen's egg sized. Lightning, thunder and heavy rainfall too.

May 3, 2010: Storm system from a strong cold front ranged from West-Central Illinois to Eastern Missouri. Quarter sized (1 inch) hail reported near Dalton City. Damaging winds also reported.

COUNTY	BEGIN LOCATION	DATE	TIME	EVENT	SIZE	DEATHS	INJURIES	PROP. DAMAGE	CROP DAMAGE	SOURCE	END LOCATION
MOULTRIE CO.		7/9/1992	1300	Hail	1.75	0	0	0	0		
MOULTRIE CO.	BETHANY	7/6/1997	2020	Hail	1	0	0	0	0		BETHANY
MOULTRIE CO.	LOVINGTON	8/24/1997	1847	Hail	1	0	0	0	0		LOVINGTON
MOULTRIE CO.	BETHANY	4/7/1998	1738	Hail	2	0	0	7000000	0		LOVINGTON
MOULTRIE CO.	FAIRBANKS	4/10/1999	2056	Hail	0.75	0	0	0	0	LAW ENFORCEMENT	FAIRBANKS
MOULTRIE CO.	SULLIVAN	8/6/2000	1949	Hail	0.75	0	0	0	0	OFFICIAL NWS OBS.	SULLIVAN
MOULTRIE CO.	CADWELL	8/26/2000	2100	Hail	1	0	0	0	0	OFFICIAL NWS OBS.	CADWELL
MOULTRIE CO.	CADWELL	8/26/2000	2130	Hail	1.75	0	0	0	0	OFFICIAL NWS OBS.	CADWELL
MOULTRIE CO.	LOVINGTON	4/5/2001	1622	Hail	1.75	0	0	0	0	OFFICIAL NWS OBS.	LOVINGTON
MOULTRIE CO.	LOVINGTON	6/19/2001	1710	Hail	0.88	0	0	0	0	OFFICIAL NWS OBS.	LOVINGTON
MOULTRIE CO.	LOVINGTON	8/18/2001	1454	Hail	0.75	0	0	0	0	LAW ENFORCEMENT	LOVINGTON
MOULTRIE CO.	BETHANY	4/27/2002	2145	Hail	1	0	0	0	0	LAW ENFORCEMENT	BETHANY
MOULTRIE CO.	BETHANY	5/10/2003	805	Hail	1.75	0	0	0	0	LAW ENFORCEMENT	BETHANY
MOULTRIE CO.	SULLIVAN	5/23/2004	1849	Hail	1.5	0	0	0	0	EMERGENCY MANAGER	SULLIVAN
MOULTRIE CO.	SULLIVAN	7/13/2004	1645	Hail	1	0	0	0	0	OFFICIAL NWS OBS.	SULLIVAN
MOULTRIE CO.	LOVINGTON	8/18/2004	1605	Hail	1.5	0	0	0	0	OFFICIAL NWS OBS.	LOVINGTON
MOULTRIE CO.	LOVINGTON	5/11/2005	1705	Hail	1	0	0	0	0	OFFICIAL NWS OBS.	LOVINGTON
MOULTRIE CO.	SULLIVAN	7/4/2005	1355	Hail	0.75	0	0	0	0	OFFICIAL NWS OBS.	SULLIVAN
MOULTRIE CO.	SULLIVAN	4/16/2006	1535	Hail	0.75	0	0	0	0	LAW ENFORCEMENT	SULLIVAN
MOULTRIE CO.	LOVINGTON	4/18/2006	2328	Hail	1	0	0	0	0	LAW ENFORCEMENT	LOVINGTON
MOULTRIE CO.	SULLIVAN	6/26/2006	1515	Hail	0.88	0	0	0	0	OFFICIAL NWS OBS.	SULLIVAN
MOULTRIE CO.	DALTON CITY	5/3/2010	1358	Hail	1	0	0	0	0	Trained Spotter	DALTON CITY
MOULTRIE CO.	BETHANY	5/25/2011	1615	Hail	1	0	0	0	0	Law Enforcement	BETHANY
MOULTRIE CO.	LOVINGTON	5/25/2011	1642	Hail	1	0	0	0	0	Law Enforcement	LOVINGTON

Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. An overall rating is shown below in graph form. A more comprehensive overview of each rating is shown later in this document.



TORNADO

Description

The central portion of the United States has been designated "Tornado Alley." This is the area of maximum tornado frequency in the world, approximately 1,100 per year. Of the central United States, Illinois ranks eighth in tornado frequency and first in tornado deaths. Tornadoes are frequently accompanied by hail, severe thunderstorms, lightning, and damaging winds. Peak months are April through June (63 percent of the total), but tornadoes have occurred in all months. The unpredictability of tornadoes makes them one of the state's most dangerous hazards. Their extreme winds are violently destructive, with current estimates placing the maximum velocity at about 300 miles per hour. A wind velocity of 200 miles per hour will result in a wind pressure of 102.4 pounds per square foot of surface area-which exceeds the tolerance limits of most buildings. Although Illinois averages four tornado-related fatalities per year, the number varies widely from year to year.

In 2012, there were 39 tornadoes recorded in Illinois, and a total of 8 deaths were attributed to them. Between January and September of 2013, there were only 20 tornadoes recorded in Illinois, almost one-third of the number typically recorded according to the State Journal Register in Springfield. This was attributed to extreme wet/dry temperatures.

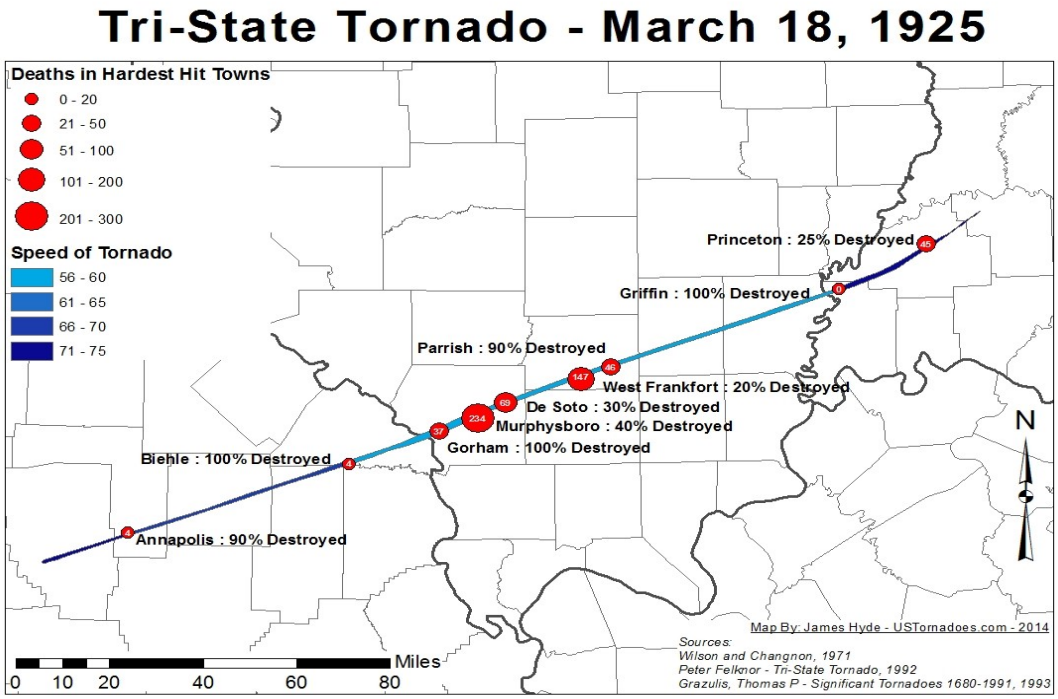
Tornadoes are classified according to the Fujita tornado intensity scale. The tornado scale ranges from low intensity F0 to the massive destruction of F5.

Fujita Number	Estimated Wind Speed	Path Width	Path Length	Destruction Description
0 Gale	40-72 mph	6-17 yards	0.3-0.9 miles	Light damage, some damage to chimneys, branches broken, sign boards damaged, shallow rooted trees blown over.
1 Moderate	73-112 mph	18-55 yards	1.0-3.1 miles	Moderate damage, roof surfaces peeled off, mobile homes pushed off foundations, attached garages damaged.
2 Significant	113-157 mph	56-175 yards	3.2-9.9 miles	Considerable damage, entire roofs torn from frame houses, mobile homes destroyed, boxcars pushed over, large trees snapped or uprooted.
3 Severe	158-206 mph	176-566 yards	10-31 miles	Severe damage, walls torn from well-constructed houses, trains overturned, most trees in forests uprooted, heavy cars thrown about.
4 Devastating	207-260 mph	0.3-0.9 miles	32-99 miles	Complete damage, well-constructed homes leveled, structures with weak foundations blown off for some distance, large missiles generated.
5 Incredible	261-318 mph	1.0-3.1 miles	100-315 miles	Foundations swept clean, automobiles become missiles and thrown for 10 yards or more, steel-reinforced concrete structures badly damaged.

Source: NOAA Storm Prediction Center

Historical Events

March 18, 1925: Tri-State Tornado touched down approximately three miles northwest of Ellington, Missouri. The Tri-State Tornado is currently the U.S. record holder for longest tornado track (219 miles), most deaths in a single tornado (695), and most injuries in a single tornado (2027). While it occurred before the modern record, it is considered by all accounts to be a F5/EF5 Tornado. It crossed the three states, thus its namesake "Tri-State," tearing through thirteen counties of Missouri, Illinois, and Indiana. It crossed over and destroyed or significantly damaged nine towns and numerous smaller villages. The average speed across its life span was an astonishing 62 miles per hour, with forward speeds at times reaching 73 mph. Total time on the ground of



the Tri-State tornado was 3 hours and 30 minutes. During that time, it traveled 219 miles and killed 695 people. Most of them in Illinois. Damage was estimated at $18 million in 1925 dollars.

July 1938: Tornado in Allenville that started in the east part of the county and moved south. Caused train on its way to Sullivan to wreck, piled cars on top of each other and blew some off the tracks. Telephone lines were down. Hail and wind damage to growing corn. Extensive damage to homes. No personal injuries reported. Part of the roof of the Masonic Lodge building was blown into the Chevrolet Sales building, damaging its roof. Many streets in east and south parts of town blocked.

August 1990: Tornado in Findlay-destroyed 16 homes, damaged 44 others and injured 2 people. Findlay Grade school damaged-roof and windows, playground equipment. State emergency services and disaster agency officials declared a disaster area, damage to exceed $1.5 million. Newton also struck at same time-30 homes destroyed, 70 damaged and estimated $3 million in damages. Assistance given from Sullivan, Assumption, Moweaqua, Macon, Lovington, Arthur, Bethany, Shelbyville and Windsor.

May 9, 13, and 18, 1995: 54 tornadoes came through Illinois, with 5 reaching the F3 level and two the F4 level of the Fujita Scale. All total these caused 87 injuries, and the F3 and F4 level ones alone cause over $37,800,000 in property damage.

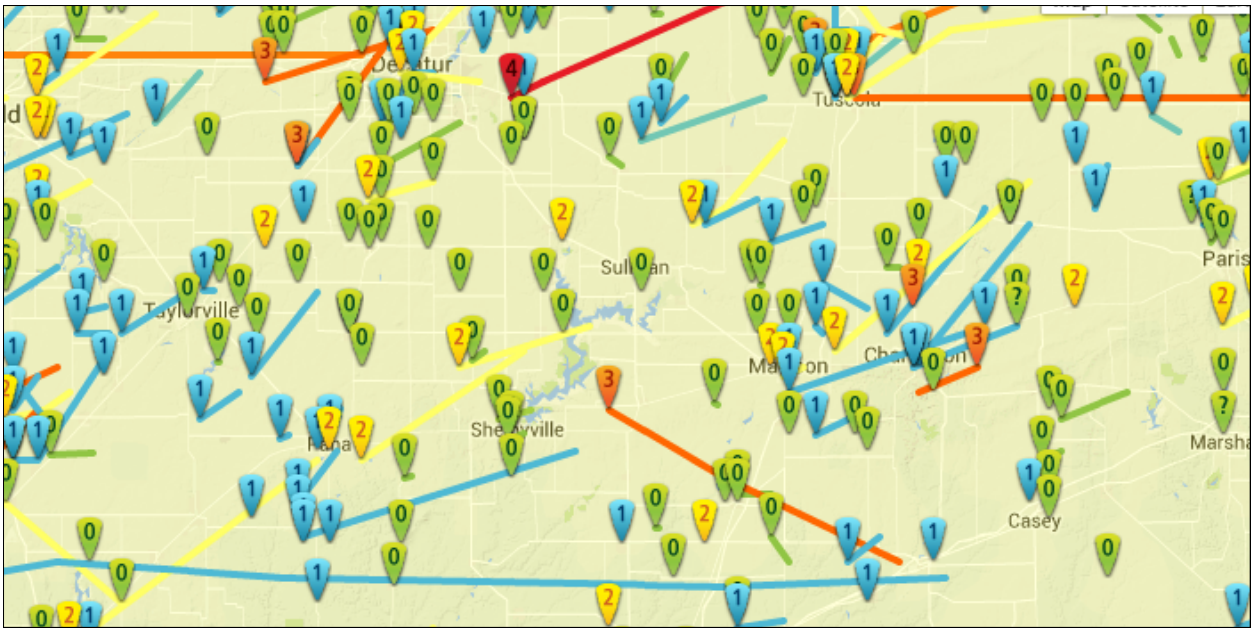
Between May 4 and 10, 2003: Tornadoes and damaging winds struck the extreme southern tip and the mid-western portion of the State. A series of damaging storms that included nearly 400 tornadoes covered 7 states including 214 counties. In Illinois, 26 tornadoes struck 13 counties during this period, one of which was an F3 that struck Central Illinois. Three fatalities occurred during this time along with 75 injuries, with property damage exceeding $35 million. Flooding also occurred during this period and a total of 16 counties received the Federal Disaster Declaration. (FEMA 1469-DR)

November 2013: 80 reports of tornadoes during storm in Moultrie. Straight line winds caused extensive damage. Radio tower downed, at least 3 machine sheds housing farm equipment were damaged. Bethany had hail damage. Power out in nearby Findlay. Between 15-20 power poles either downed or damaged outside of Findlay. Flash flooding issues in Sullivan (Asa Creek Bridge).

Nov. 17, 2013: Two dozen tornadoes ravaged 15 counties around the state, killing eight people and destroying hundreds of homes. It was the fourth largest outbreak of twisters in Illinois since 1950, part of a chain of 75 tornadoes that stretched across seven states in the Midwest and the South. In Illinois, the people of Washington bore the brunt of the natural disaster. The tornado that flattened part of the Peoria suburb was rated an EF-4, the second-highest rank on the scale that measures tornado strength. Nearly 750 homes were either destroyed or so damaged they were deemed uninhabitable, with hundreds more in need of repairs, according to the Tazewell County Emergency Management Agency. Washington officials issued 813 building permits. Total new construction is estimated at more than $123 million.

Regionally, there have been numerous high-impact tornadoes. The map below from tornadohistoryproject.com shows the locations and tracks of these tornadoes from 1993 to present.

Even though most tornadoes in Moultrie County have been weak, one tornado, known as the Mattoon-Charleston tornado caused considerable damage and loss of life. This tornado oc-

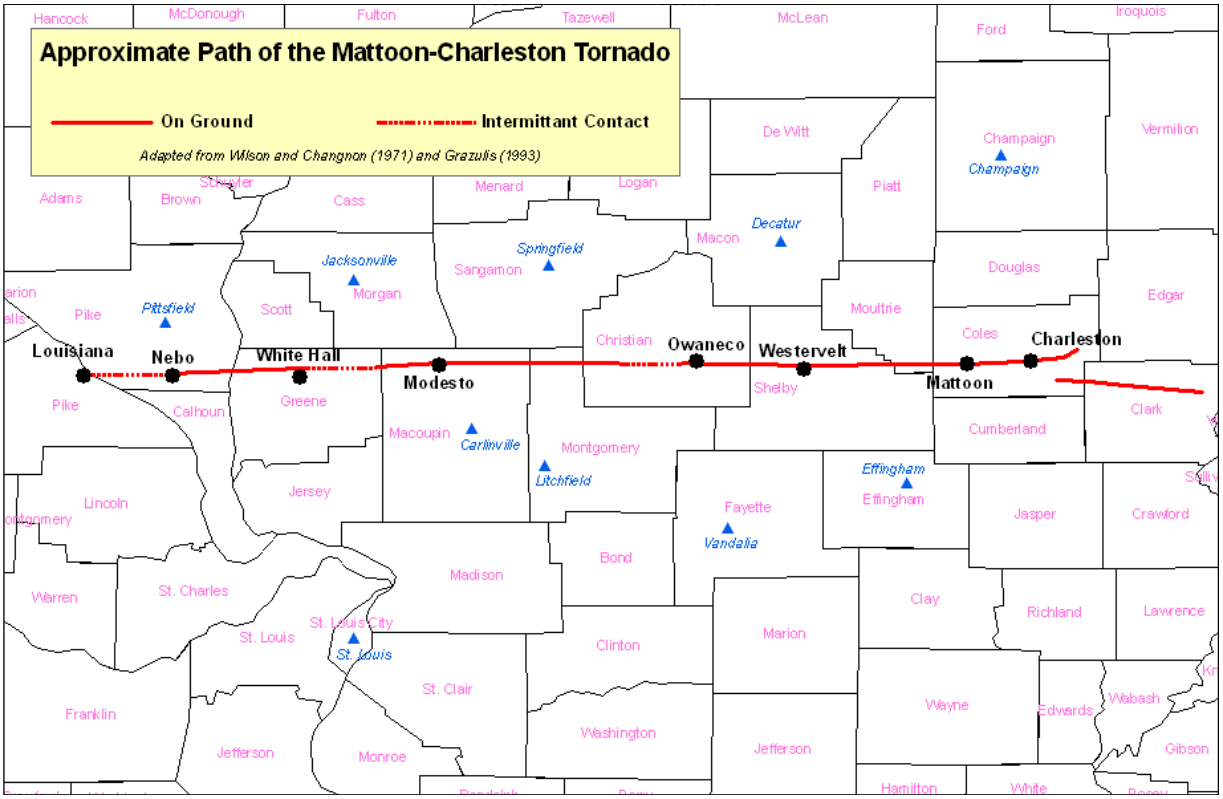


curred on May 26, 1917 and was Illinois' 3rd deadliest tornado on record. The tornado touched down near the Mississippi River in Missouri and traveled East to the Indiana border, crossing the southern portion of Moultrie County. The tornado path in Illinois was 155 miles, but the system produced 4 to 8 tornadoes, ending near Mount Vernon, Indiana. The tornadoes were on the ground over a span of 7 hours. The strongest part of the tornado occurred near Charleston and Mattoon and was later determined to be at least an F4 on the Fujita scale.

The tornado killed 100 people and injured 632. The storm killed 5 people and injured 25 in Westervelt, 53 killed and 409 injured in Mattoon, and 38 killed and 182 injured in Charleston. The following excerpt is from the National Weather Service in Lincoln, Illinois:

The Mattoon/Charleston portion of the tornado track was surveyed by Clarence J. Root, the meteorologist in charge of the Weather Bureau office in Springfield. According to his report from the May 1917 edition of *Climatological Data*, the appearance of the tornado(es) changed over the course of the track:

Across the State from the Mississippi River almost to Mattoon, all eye witnesses agree that the storm had the typical funnel-shaped tornado cloud with the swinging tail, and east of Charleston



the same type of cloud was reported, but the writer, who visited Mattoon and Charleston, failed to find anyone in those cities who saw a funnel-shaped cloud. Eye witnesses who were near the edge of the city, and had an unobstructed view, agree that the approaching storm appeared as a low, boiling mass of clouds, one part a little to the north and the other a little to the south. The parts seemed to roll toward one another, coming together and downward like the meshing of a pair of cog-wheels. There was an abundance of evidence of true tornadic action, ... it might be suggested that the cloud was so low that there was no room for the usual pendant portion.

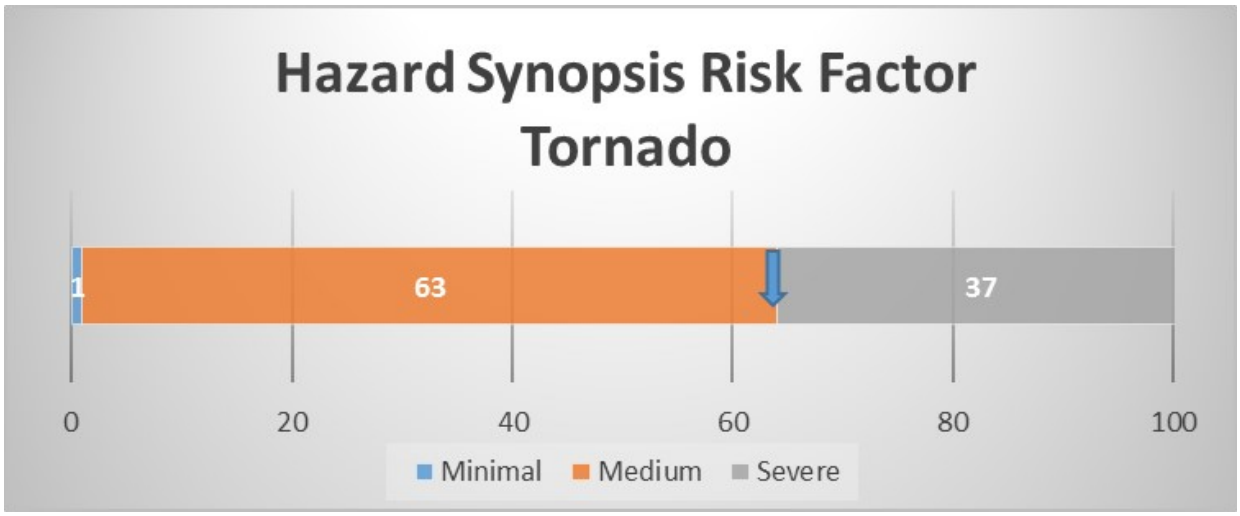
The force of the wind caused several notable occurrences, according to Root and Carey, as well as newspaper reports:

- A piece of wood was driven through a telegraph pole.
- Straw was driven 1/2 inch into a tree.
- Books, photographs, etc. were reportedly found in Bloomington and Greencastle, Indiana, a distance of 50 to 70 miles.
- A flagpole and flag was carried 4 blocks from its original location, and planted into the ground in an upright position.
- A pump and 14 feet of water were sucked out of a well.
- At one house, everything was pulled out of the 2nd story through broken windows, but the house itself was undamaged except for the windows.

- Many birds completely lost their feathers.

Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. An overall rating is shown below in graph form. A more comprehensive overview of each rating is shown later in this document.



FLOOD/FLASH FLOODING

Description

Flooding is a major event that affects human life and property due to natural events and encroachment of man on the floodplains. According to the National Weather Service, flash floods are the number one cause of weather-related deaths in the United States. Flooding of rural areas brings damage to agricultural areas. Damage of personal belongings due to flooding is ranked high during years of frequent rainfall. Flash flooding can occur when a large amount of rain falls over a small area over a short period of time. Unlike standard river floods, which take time to develop and are well-monitored by experts, dangerous flash floods can happen suddenly. Flash floods can occur within six hours of a rain event, after a dam or levee failure, or following a sudden release

of water held by an ice or debris jam.

In Illinois, flash flooding is typically caused by heavy, intense rain from severe thunderstorms. If it has been raining hard for several hours, or steadily raining for several days, be alert to the possibility of a flood.

Flash floods can hit urban and suburban areas as well. In fact, as more and more land is converted from fields or woodlands to roads and parking lots, the land loses its natural ability to absorb rainfall. Urbanization increases storm water runoff two to six times over what would occur on natural terrain.

Repetitive Loss Properties

FEMA defines a repetitive loss structure as a structure covered by a contract of flood insurance issued under the NFIP, which has suffered flood loss damage on two occasions during a 10-year period that ends on the date of the second loss, in which the cost to repair the flood damage is 25% of the market value of the structure at the time of each flood loss.

The Illinois Emergency Management Agency (IEMA) was contacted to determine the location of repetitive loss structures. There have been no repetitive loss structures in Moultrie County.

Historical Events

May 1996: Spring storms turned streets into rivers, making two flood rescues necessary. Lightning bolt struck the Moultrie County Courthouse, damaging phones and computers. Electrical damage around the square. Lovington schools were dismissed early 2 days due to flooding-high school basement was under water. Bethany schools also dismissed early-grade school basement and high school cafeteria were both flooded. Lake Shelbyville elevation was 615.75 feet above mean sea level (16.5 ft. above normal).

COUNTY	START	DATE	TIME	EVENT	DEATHS	INJURIES	PROP. DAMAGE	CROP DAMAGE	SOURCE	END_LOCATION
MOULTRIE CO.	LOVINGTON	5/8/1996	1215	Flash Flood	0	0	0	0		LOVINGTON
MOULTRIE CO.	COUNTYWIDE	5/10/1996	1031	Flash Flood	0	0	0	0		COUNTYWIDE
MOULTRIE CO.	LAKE CITY	4/21/2002	630	Flash Flood	0	0	0	0	LAW ENFORCEMENT	LAKE CITY
MOULTRIE CO.	BETHANY	5/7/2002	400	Flash Flood	0	0	0	0	LAW ENFORCEMENT	BETHANY
MOULTRIE CO.	COUNTYWIDE	5/12/2002	530	Flash Flood	0	0	0	0	LAW ENFORCEMENT	COUNTYWIDE
MOULTRIE CO.	LAKE CITY	5/10/2003	830	Flash Flood	0	0	0	0	OFFICIAL NWS OBS.	LAKE CITY
MOULTRIE CO.	COUNTYWIDE	1/13/2005	200	Flash Flood	0	0	168000	0	LAW ENFORCEMENT	COUNTYWIDE
MOULTRIE CO.	NORTH PORTION	5/11/2005	1800	Flash Flood	0	0	0	0	TRAINED SPOTTER	NORTH PORTION
MOULTRIE CO.	SULLIVAN	2/5/2008	1922	Flash Flood	0	0	0	0	Law Enforcement	CHIPPS
MOULTRIE CO.	LAKE CITY	7/7/2008	530	Flash Flood	0	0	0	0	Emergency Manager	LAKE CITY
MOULTRIE CO.	LAKE CITY	5/14/2009	0	Flash Flood	0	0	0	0	Law Enforcement	BRUCE
MOULTRIE CO.	DUNN	5/15/2009	2100	Flash Flood	0	0	0	0	Mesonet	SULLIVAN J WOOD ARPT
MOULTRIE CO.	SULLIVAN J WOOD ARPT	6/23/2010	2300	Flash Flood	0	0	0	0	Mesonet	COLES
MOULTRIE CO.	KIRKSVILLE	9/2/2010	2100	Flash Flood	0	0	0	0	Law Enforcement	COLES
MOULTRIE CO.	FAIRBANKS	6/27/2011	345	Flash Flood	0	0	0	0	COOP Observer	ALLENVILLE
MOULTRIE CO.	LAKE CITY	2/20/2014	2030	Flash Flood	0	0	0	0	Law Enforcement	DALTON CITY
MOULTRIE CO.	LAKE CITY	6/4/2014	200	Flash Flood	0	0	0	0	Law Enforcement	LAKE CITY

Lovington

Lovington has had its fair share of flooding over the years. Parts of the west side of Lovington are in a flood plain, however, the issues exist across much of the village. Recent efforts to reduce flooding have helped, specifically in the flood plain, but areas to the east are still suffering due to drainage off of fields to the east of the village.

Lovington has recently begun addressing these issues and are taking a three phase approach in doing so. The first phase involved cleaning out and fixing issues with the 1916 storm sewer. This included cleaning of dirt, sludge, and roots out of the existing pipes. The village then brought in a Jetter machine with a camera to find other problem areas in the system. The third phase has and will involve additional storm sewer networks to get the water out of town to the southwest.

This flooding has caused health and safety concerns aside from the aggravation of flooded homes, basements, and lots. Water in basements and homes often results in black mold if not taken care of immediately. Flood water may contain raw sewage or chemicals and any person entering the flood water should be protected. Flood water can cause diarrheal diseases, wound infections, chemical hazards, mold, electrical hazards, drowning, and insect bites.

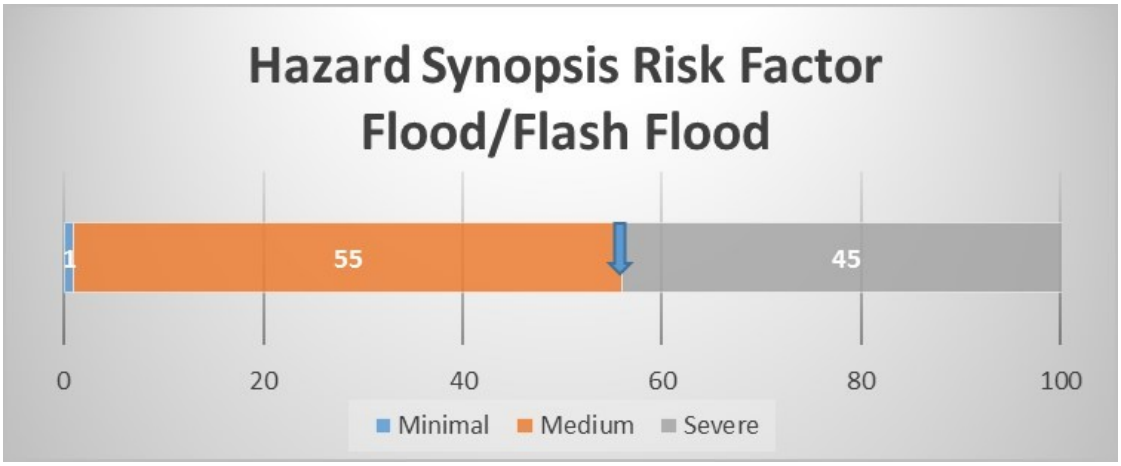
Moultrie County NFIP Participation

County or Municipality	Map Date	Date Joined
Moultrie County		8/5/1985
City of Arthur	7/18/2011	12/2/1988
Village of Bethany	7/18/2011	1/18/1980
Village of Dalton City	7/18/2011	6/30/1976
Village of Gays	7/18/2011	N/A
Village of Lovington	7/18/2011	9/18/1985
City of Sullivan	7/18/2011	9/18/1985

The following photographs show some of the flooding issues that have plagued Lovington over the years. These photographs were taken in 2008 and 2010.

Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. An overall rating is shown below in graph form. A more comprehensive overview of each rating is shown later in this document.



DROUGHT

Description

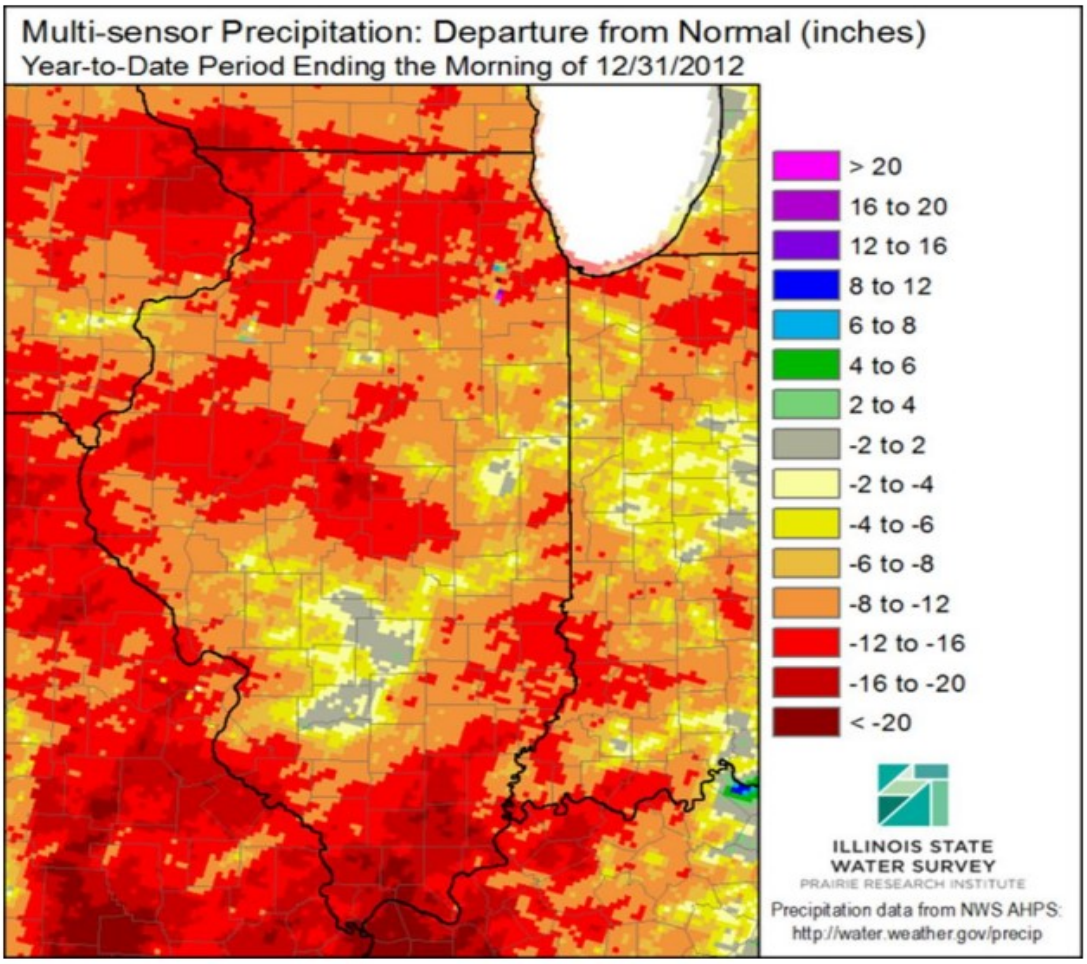
All areas in the United States are at risk of drought during any time of the year. Droughts occur when a long period passes without substantial rainfall. A heat wave combined with a drought is a very dangerous situation. The severe drought Illinois suffered during 2012, for example, had serious impacts on agriculture and stream flow conditions. Crop and pasture conditions declined rapidly due to the combination of a lack of rainfall and heat stress. Stream flows in central Illinois fell sharply from June to July, and in some regions approached low flow conditions that are only expected to occur, on average, once in 10 years. For the month of July, the statewide average precipitation was only 0.96 inches, according to the Illinois State Water Survey, which was only 40 percent of normal.

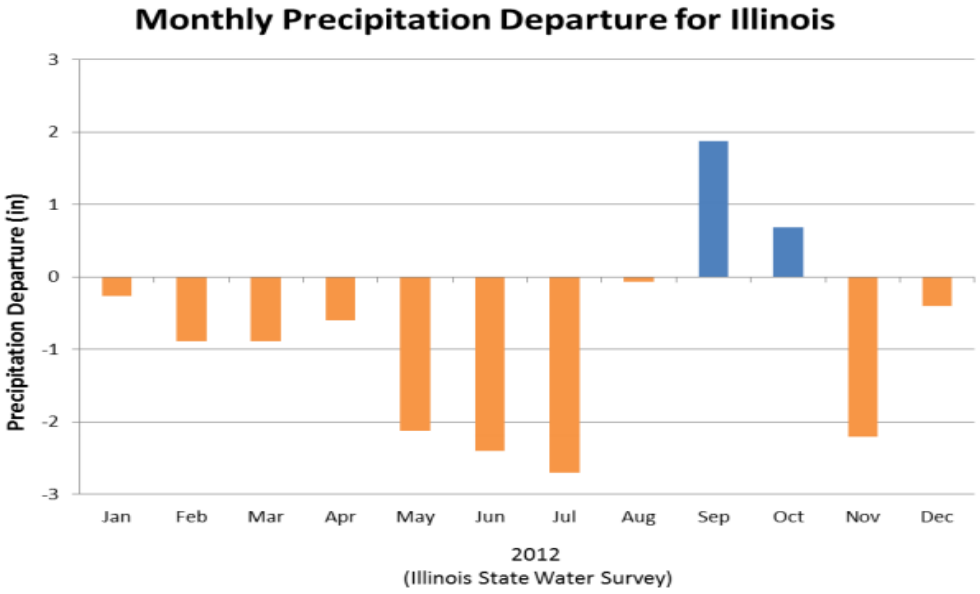
Historical Events

Summer 1988: The North American Drought of 1988 ranks among the worst episodes of drought in the United States. This multi-year drought began in most areas in 1988 and continued into 1989. The drought caused $60 billion (1988 United States dollars) in damage ($120 billion in 2014 United States dollars, adjusting for inflation). The drought occasioned some of the worst blowing-dust events since 1977 or the 1930s in many locations in the Midwestern United States.

Summer 2012: The months from May to August were the driest four months in the United States since 1895 according to the National Oceanic and Atmospheric Administration. Temperatures during this period exceeded 105 degrees on several days breaking records going back over 100 years.

The following maps and graphs show just how dry it was during 2012. The result of the dry air was major loss of crops in the Midwest and numerous deaths due to the heat.


Multi-sensor Precipitation: Departure from Normal (inches)
Year-to-Date Period Ending the Morning of 12/31/2012
> 20
16 to 20
12 to 16
8 to 12
6 to 8
4 to 6
2 to 4
-2 to 2
-2 to -4
-4 to -6
-6 to -8
-8 to -12
-12 to -16
-16 to -20
< -20
ILLINOIS STATE
WATER SURVEY
PRAIRIE RESEARCH INSTITUTE
Precipitation data from NWS AHPS:
http://water.weather.gov/precip


Monthly Precipitation Departure for Illinois
Precipitation Departure (in)
3
2
1
0
-1
-2
-3
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
2012
(Illinois State Water Survey)

Summer 2013: 2013 was the 10th driest year in Illinois since 1895. Statewide precipitation for the year average 30.34" of precipitation.

COUNTY	DATE	EVENT	DEATHS	INJURIES	PROP. DAMAGE	CROP DAMAGE	SOURCE
MOULTRIE (ZONE)	7/3/2012	Drought	0	0	0	0	Drought Monitor
MOULTRIE (ZONE)	8/1/2012	Drought	0	0	0	0	Drought Monitor
MOULTRIE (ZONE)	9/1/2012	Drought	0	0	0	23000000	Drought Monitor

Hazard Analysis

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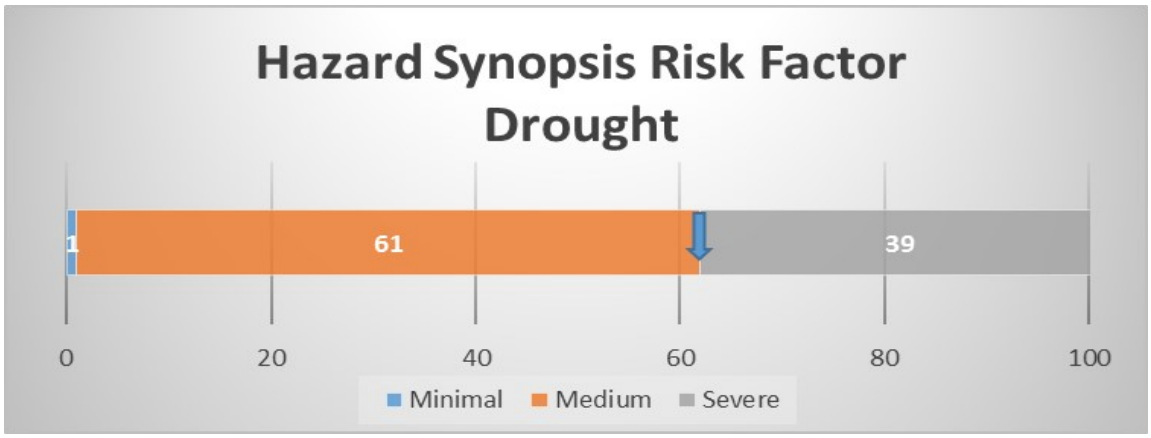


EXTREME TEMPERATURES

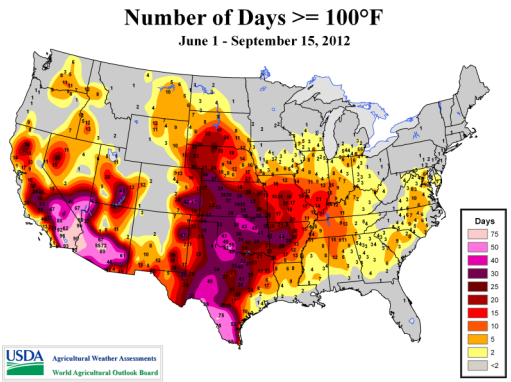
Description

Annually, approximately 74 deaths are attributed to heat nation-wide, and 18 deaths are attributed to cold. Extreme cold waves are associated with high death tolls. Prepare for possible isolation in your home by having sufficient heating fuel, as regular fuel sources may be cut off. Extreme heat is when "Temperatures… hover 10 degrees or more above the average high temperature for the region and last for several weeks." Humid or muggy conditions, which add to

the discomfort of high temperatures, occur when a “dome” of high atmospheric pressure traps hazy, damp air near the ground. Excessively dry and hot conditions can provoke dust storms and low visibility. A heat wave is an extended period of extreme heat, and is often accompanied by high humidity. These conditions can be dangerous and even life-threatening for humans who don’t take the proper precautions.

Historical Events

Excessive heat is common in Moultrie County and all of the Midwest. The region normally suffers through a few days of high heat every year. In 2012, the State of Illinois broke 113 heat related records and 32 people died. In Moultrie County, we saw 14 days with temperatures above 100 with a record high of 108 degrees. This type of heat had not been seen in the area since the mid-1930’s when temperatures hit highs of over 110 degrees.



Hazard Analysis

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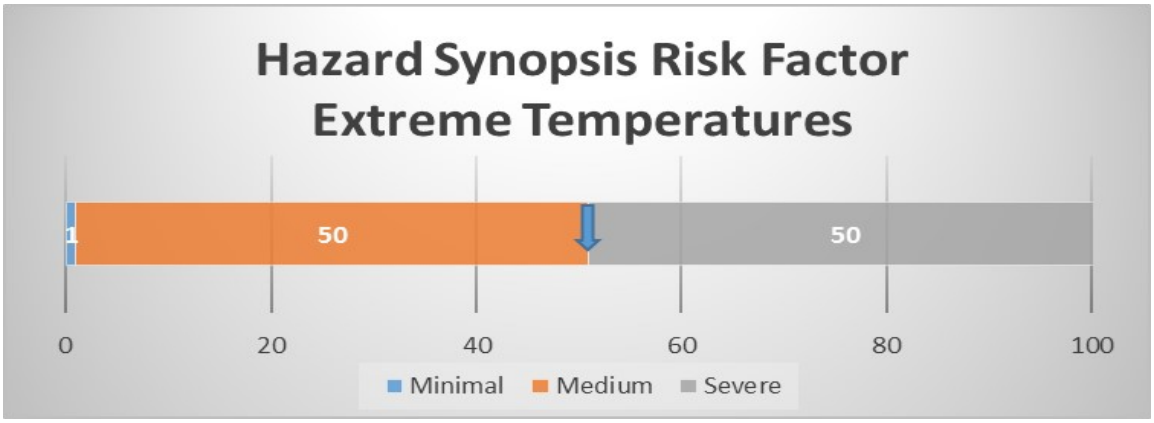


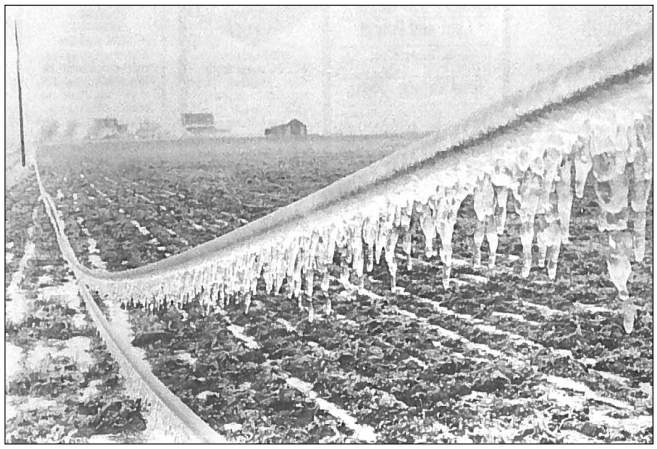
WINTER STORM

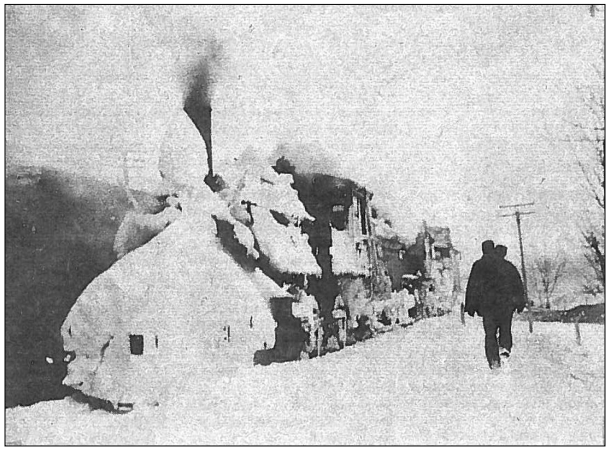
Description

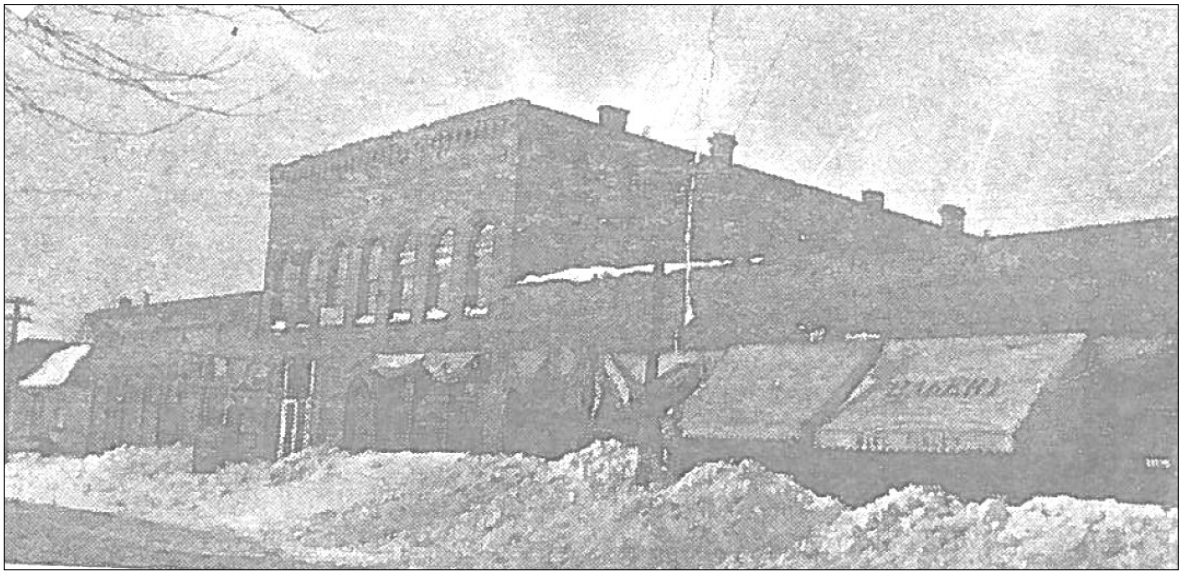
Illinois is known for a contrast of seasons. Winters can be quite brutal with blizzards, extreme cold, ice storms, strong winds and heavy snow. These winter conditions can affect people, their activities and infrastructure. One of the primary concerns is the winter weather's ability to knock out heat, power and communications services to your home or office, sometimes for days at a time. These incidents include large accumulations of snow, which occur in short periods of time. When this happens, it impairs people's ability to commute efficiently and in a timely manner. Food or other necessary supplies, such as medicine, may become difficult to obtain, which can cause bigger problems amongst residents of that region with a compromised immune system, such as young children or the elderly. The National Weather Service refers to winter storms as the "Deceptive Killers" because most deaths are indirectly related to the storm. Instead, people die in traffic accidents on icy roads and of hypothermia from prolonged exposure to cold.

Historical Events

In recent memory, the winter of 2013-2014 serves as a benchmark for cold and snowy winters. However, Moultrie County has suffered through worse, like the 1977-1978 winter, which is considered to be one of the worst winters to hit Illinois in history. Looking back through news articles, it has been determined that Moultrie County and Central Illinois have been hit on multiple occasions; including the winters of 1836-1837, 1876-1877, 1911-1912, and 1926-1927. During these winters, there were reports of trains stuck in snow as deep as the smoke stack.







COUNTY	DATE	TIME	EVENT	DEATHS	INJURIES	PROP. DAMAGE	CROP DAMAGE	SOURCE
MOULTRIE (ZONE)	1/13/1999	400	Ice Storm	0	0	0	0	EMERGENCY MANAGER

COUNTY	DATE	TIME	EVENT	DEATHS	INJURIES	PROP. DAMAGE	CROP DAMAGE	SOURCE
MOULTRIE (ZONE)	1/8/1997	2100	Heavy Snow	0	0	0	0	
MOULTRIE (ZONE)	1/1/1999	1200	Heavy Snow	1	1	0	0	NWS STORM SURVEY
MOULTRIE (ZONE)	3/11/2000	600	Heavy Snow	0	0	0	0	AWOS
MOULTRIE (ZONE)	2/26/2002	200	Heavy Snow	0	0	0	0	OFFICIAL NWS OBS.
MOULTRIE (ZONE)	12/24/2002	1500	Heavy Snow	0	0	0	0	OFFICIAL NWS OBS.
MOULTRIE (ZONE)	12/15/2007	400	Heavy Snow	0	0	0	0	Trained Spotter
MOULTRIE (ZONE)	1/31/2008	1400	Heavy Snow	0	0	0	0	Trained Spotter
MOULTRIE (ZONE)	2/1/2008	0	Heavy Snow	0	0	0	0	Trained Spotter
MOULTRIE (ZONE)	3/24/2013	530	Heavy Snow	0	0	0	0	COOP Observer
MOULTRIE (ZONE)	1/5/2014	800	Heavy Snow	0	0	0	0	COOP Observer
MOULTRIE (ZONE)	2/4/2014	1800	Heavy Snow	0	0	0	0	COOP Observer

COUNTY	DATE	TIME	EVENT	DEATHS	INJURIES	PROP. DAMAGE	CROP DAMAGE	SOURCE
MOULTRIE (ZONE)	2/12/2007	2200	Blizzard	0	0	0	0	Trained Spotter

Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity

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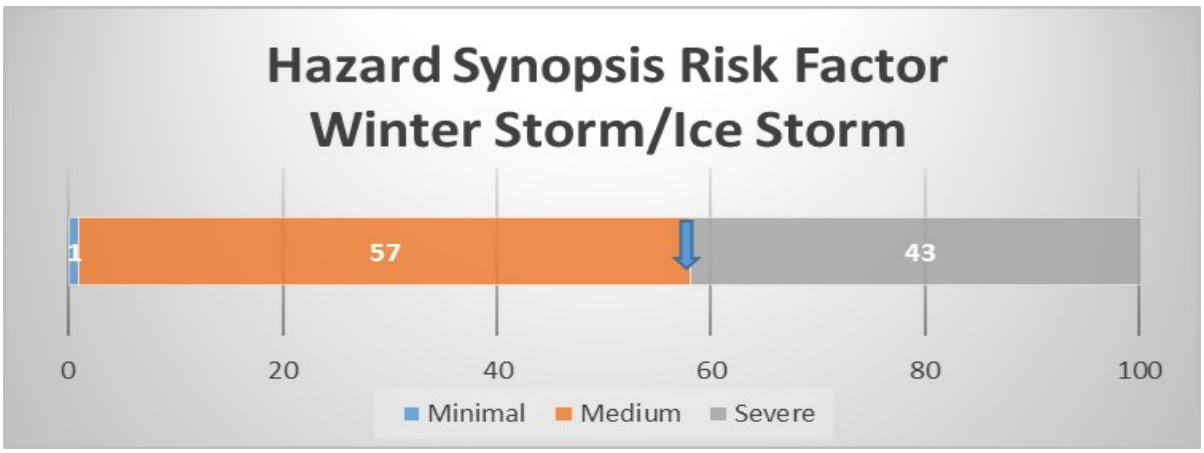


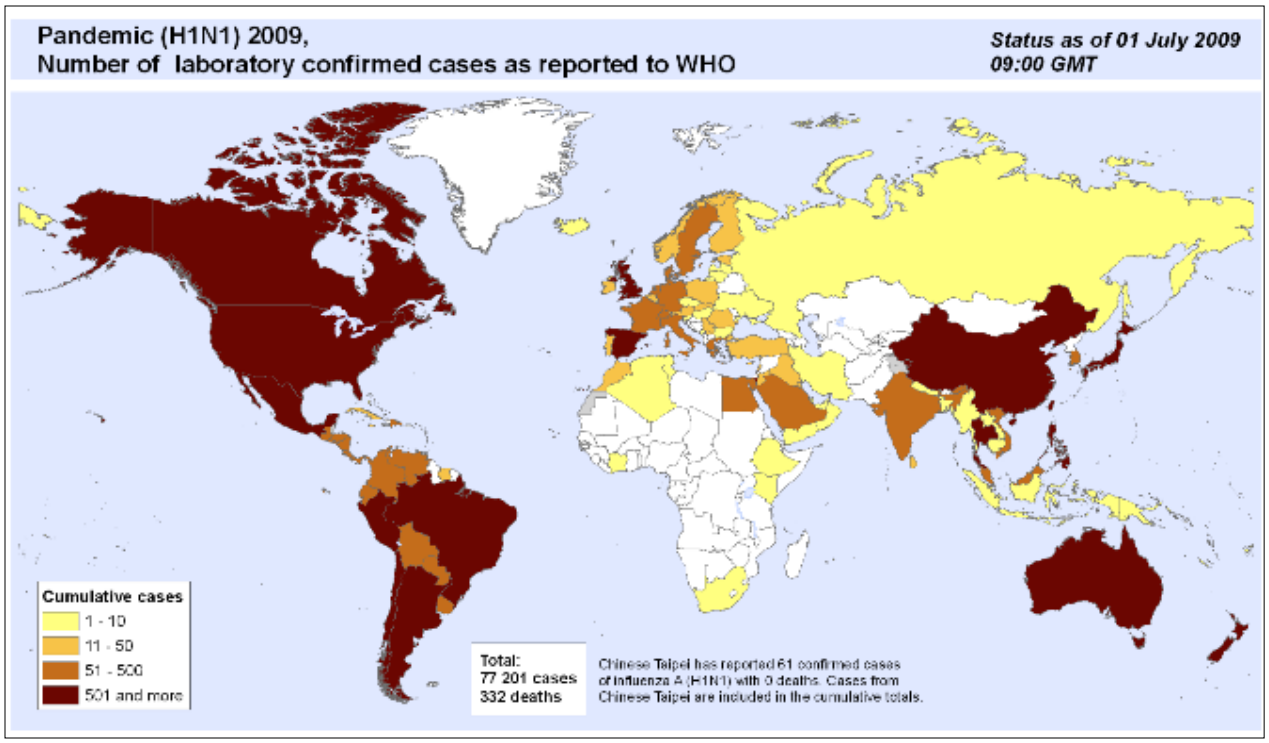
DISEASE

Description

Disease or Epidemics include medical, health, or sanitation events (such as contamination, plagues, and insect infestation) can pose a threat to the general public. As populations grow, so too do the spread of diseases. An epidemic is an outbreak of a contagious disease that spreads rapidly and widely. Recent medical advancements in the field of vaccines and new health related programs have provided low-cost vaccinations. Combined with increased efforts in disease control, these vaccinations have increased the containment time of an epidemic. The exception being diseases for which no serums have yet been developed. The most notable of these perhaps being H1N1, or Swine Flu.

Historical Events

In 2009, the Centers for Disease Control reported that 22 million Americans had contracted the H1N1 virus. Almost 4,000 people died from related causes of the disease and 98,000 were hospitalized. As bad as those figures sound, the H1N1 pandemic of 1918 was much more catastrophic. Known then as Spanish Influenza, it infected 500 million people across the world and killed 3-5% of the population at the time in just a 2 year period.



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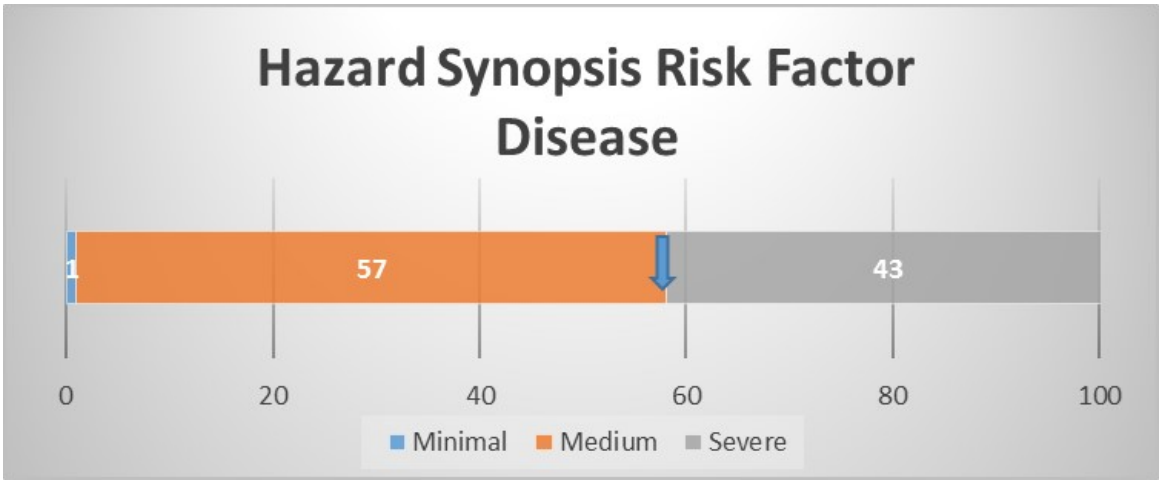


HAZARDOUS MATERIALS ACCIDENT

Description

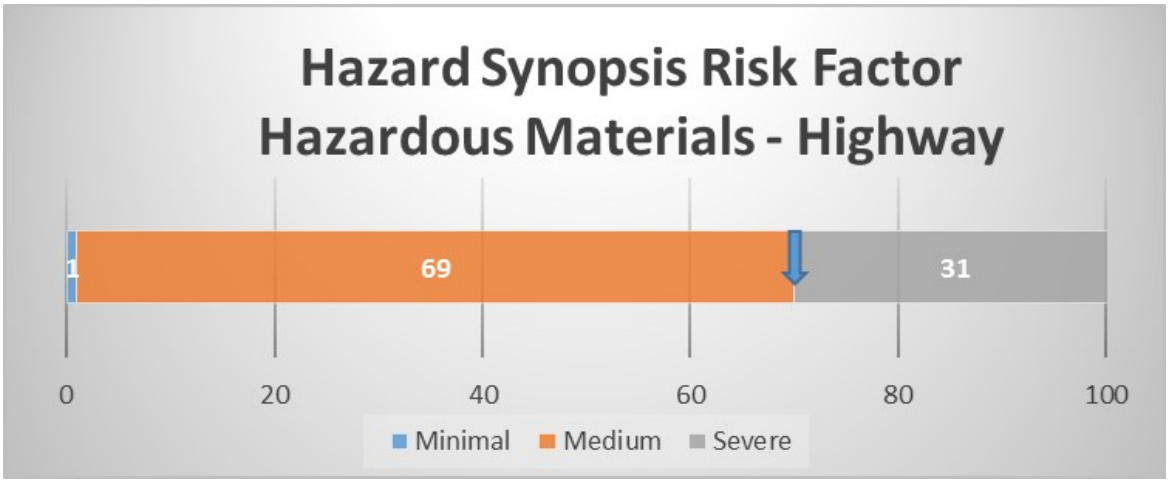
A hazardous materials transportation accident occurs when chemical or biological substances that present danger to the public health or safety are released, either during rail, highway transportation or handling. Spills or releases of hazardous materials during transport are common. Common transportation devices include trains and 18-wheel semi-trucks.

Historical Events

On average, approximately 30 trains go through residential, commercial, industrial, and rural areas per day and of that, more than half are carrying hazardous materials. Approximately 75 facilities report storage of hazardous materials along our nation's highly populated traffic routes. Thirty-three of the facilities report storing EHS (extremely hazardous substance) such as anhydrous ammonia, chlorine, or others. There have been no major incidents of this nature in Moultrie County, however, the potential certainly exists. The County is home to a major fireworks distributor, grain elevators, fertilizer facilities, trains, truck traffic, and many other potential hazardous materials facilities.

Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. An overall rating is shown below in graph form. A more comprehensive overview of each rating is shown later in this document.



PUBLIC FACILITIES HAZARDS

Communications Failure

The widespread breakdown or disruption of normal communication capabilities could include major telephone outages, loss of local government radio facilities, or long-term interruption of electronic broadcast services. Communication in times of emergency is critical and Emergency Dispatch Centers are in place to provide dispatching services to surrounding areas. Many obtain portable encoders to page emergency responders from a mobile command unit. Moultrie County Emergency Services & Disaster Agency communicates with dispatchers at 911 during an emergency.

Hazard Analysis

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Pipeline Breech

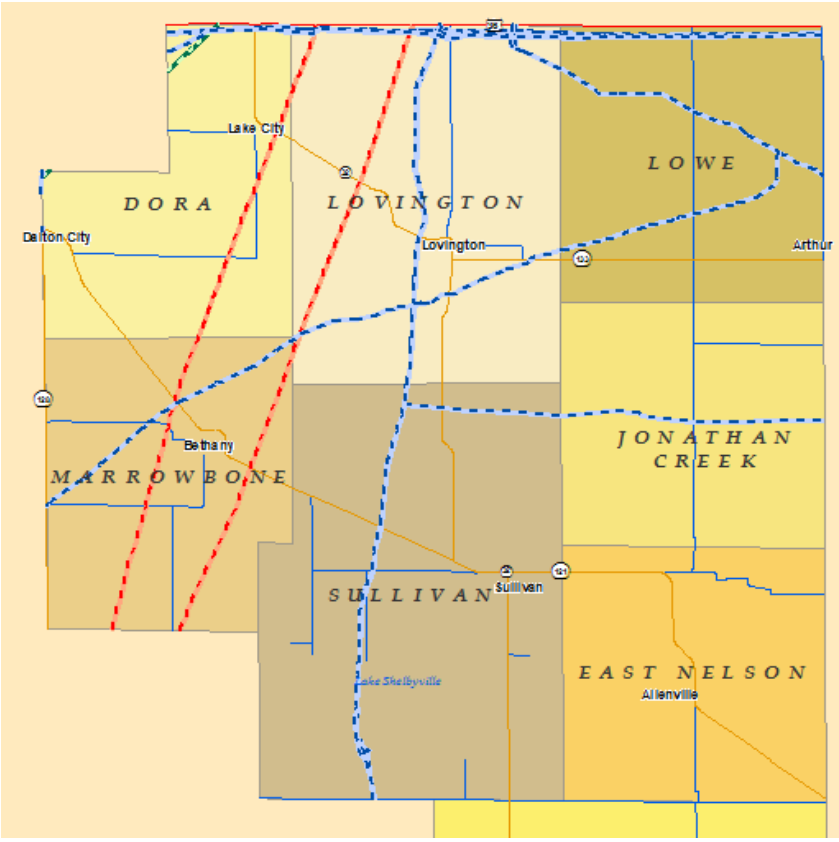
Pipelines are constructed with specific wall thicknesses based on pressure in the line and the allowable hoop stress levels for the material. Allowable stress levels for gas pipelines vary, and are based on the location of the pipeline and regulated by the U.S. Department of Transportation. Causes of pipeline failure are: mechanical damage (caused by excavation or handling during construction), incomplete fusion, external or internal corrosion, material defects, and fatigue cracks.

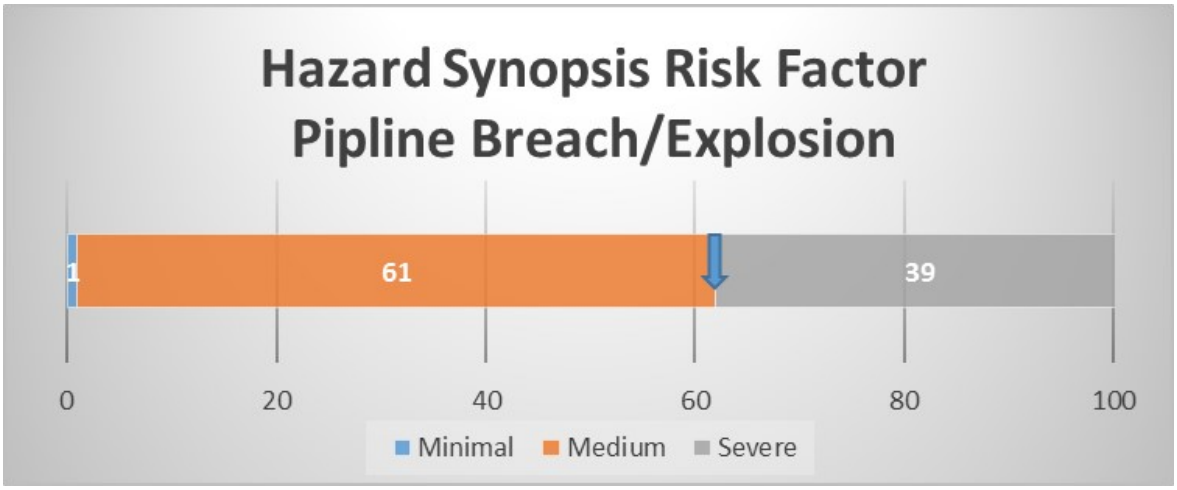
Moultrie County has 207 miles of pipeline carrying petroleum products through the County. Many of these lines are well marked, but in some areas, the line markings are covered by brush or the markings are simply gone. Over the past several years, several incidents have brought pipeline safety to national attention. One such incident occurred on September 6, 2010 in San Bruno, California. This rupture caused flames to reach 300 feet into the air in a residential neighborhood. The end result was a 72 feet wide crater, 8 deaths, and more than 50 injuries.

An explosion is only one risk associated with pipelines. Years of corrosion along lines cause numerous leaks and pipeline failure. There have been more than 1,400 incidents in the United States since 1986 causing major property damage. With aging pipelines in place in Moultrie County, local fire, police, and EMA's have to be aware of where these lines are located and how they should respond to such incidents.

Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. An overall rating is shown below in graph Form. A more comprehensive overview of each rating is shown later in this document.





Dam Failure

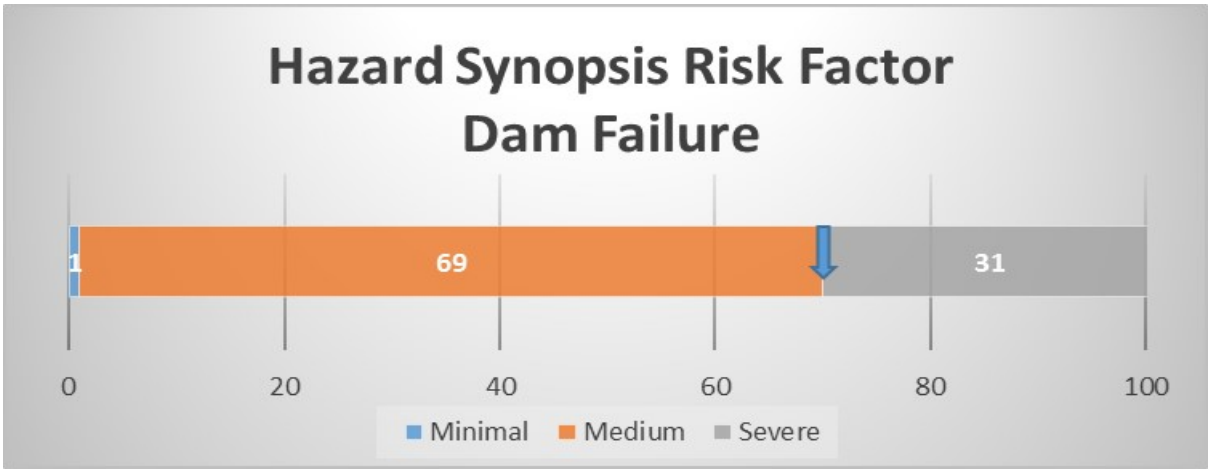
Dam failures are of particular concern because the failure of a large dam has the potential to cause more death and destruction than the failure of any other man-made structure. The destructive power of the flood being released by the sudden collapse of a large dam could be fatal to people and highly damaging to property near the area. A common cause of dam failures is overtopping of embankment dams due to inadequate spillway discharge capacity to pass flood waters. This could happen at any time if spillway construction is too small and flood waters rise over the dam wall. In areas with a dire need of water this could be potentially life threatening due to a large depletion of fresh water.

Although Moultrie County is at a low risk of loss of life and damaged facilities, they are at risk of major economic loss due to dam failure. Lake Shelbyville covers 11,100 acres and contains 172 miles of shoreline. The lake features 5 campgrounds, 65 miles of trails, resorts, 2 state parks, 4 public beaches, 3 marinas, and 1,500 campsites. The lake is a major tourism draw from all over the State of Illinois. Should a dam failure occur in Shelby County, the loss of tourism dollars in Moultrie County would have a major impact on business and residents alike.

Another issue is the potential harm to wildlife habitats in the County. In the event of a dam failure, local agencies would be capable of responding to and recovering from dam failure.

Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. An overall rating is shown below in graph form. A more comprehensive overview of each rating is shown later in this document.



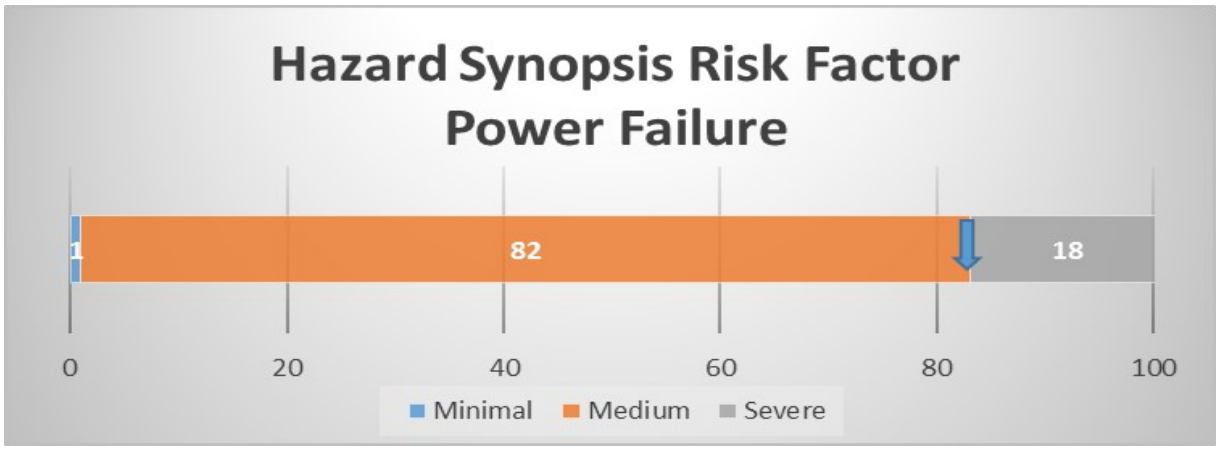
Power Failure

Power failure would involve long term, widespread loss, or reduction of electrical service due to disruption of power generation or transmission that could have an adverse effect on the maintenance of life and the preservation of property. The increased dependence on electricity, especially by the elderly and those requiring special care, increases the vulnerability. Power failures provide a significant hazard for at-risk populations and can be critical to the general population during periods of extreme weather conditions. Power failures can be disruptive to provision of critical services without backup power generating sources.

The steering committee felt one of the biggest risks that Moultrie County faces is power failure. Moultrie County is at a moderate risk of several disasters that could cause power failure including ice storms, heavy snow, high wind, thunderstorm wind, and tornadoes.

Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. An overall rating is shown below in graph form. A more comprehensive overview of each rating is shown later in this document.



OTHER HAZARDS

Terrorism

The Federal Bureau of Investigation defines terrorism as "The unlawful use of force or violence committed by a group or individual against persons or property to intimidate or coerce a government, the civilian population, or any segment thereof; in furtherance of political or social objectives." Terrorism includes acts such as bomb threats, sabotage, hijacking, or armed insurrection, which threatens life or property. Such activities can be the result of political, criminal, or pathological motivation. A

significant portion of the population could be affected by a terrorism act, especially schools, churches, hospitals, factories, and other areas where larger numbers of people are located. Events such as the World Trade Center attack in New York, the Murrah Federal Building bombing in Oklahoma City, and the increased occurrence of school shootings have increased awareness in this type of disaster. Copycat events to these occurrences are a possibility in this age of widespread social media, increased social and economic pressures, and dissatisfaction with government organizations.

Civil Disturbance

A civil disturbance is defined as any incident intended to disrupt community affairs and threaten the public safety. Civil disorders include: riots, mob violence, and any demonstration resulting in police intervention and arrests. Such events usually occur in large metropolitan areas. A recent example would be the riots in Ferguson, MO, following the death of Michael Brown.

Nuclear Accidents

Nuclear power plants use the heat generated from nuclear fission in a contained environment to convert water to steam, which powers generators to produce electricity. Although the construction and operation of these facilities are closely monitored and regulated by the Nuclear Regulatory Commission (NRC), accidents are possible. An accident could result in dangerous levels of radiation that could affect the health and safety of the public living near the nuclear power plant.

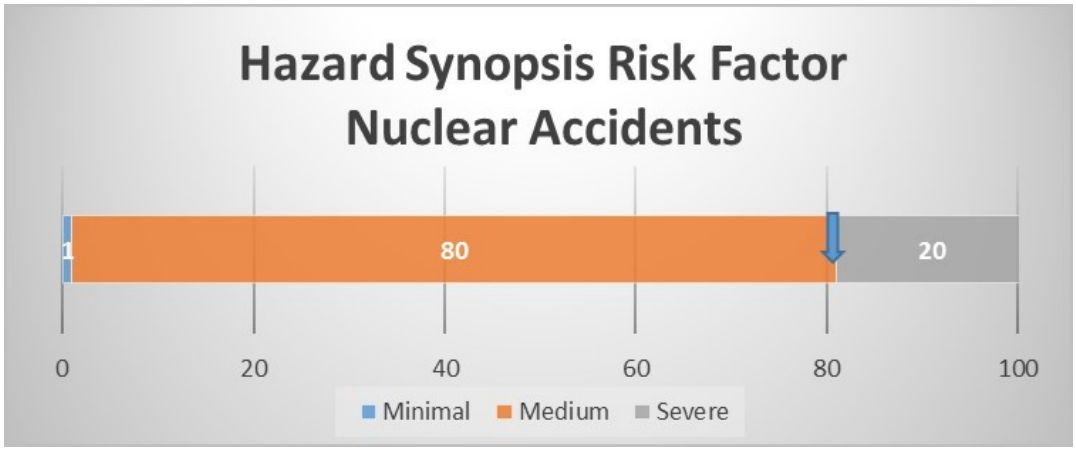
The potential danger from an accident at a nuclear power plant is exposure to radiation. This exposure could come from the release of radioactive material from the plant into the environment, usually characterized by a plume (cloud-like formation) of radioactive gases and particles. The major hazards to people in the vicinity of the plume are radiation exposure to the body from the cloud and particles deposited on the ground, inhalation of radioactive materials, and ingestion of radioactive materials.

Radioactive materials are composed of atoms that are unstable. An unstable atom gives off its excess energy until it becomes stable. The energy emitted is radiation. Each of us is exposed to radiation daily from natural sources, including the Sun and the Earth. Small traces of radiation are present in food and water. Radiation also is released from man-made sources such as X-ray machines, television sets, and microwave ovens. Radiation has a cumulative effect. The longer a person is exposed to radiation, the greater the effect. A high exposure to radiation can cause serious illness or death.

Of particular concern to note is that U.S. 36 as well as IL 133, 121, 32 and 128 are all major transportation routes and the transportation of radioactive materials is likely to occur through Moultrie County. Although the risk of a chemical accident is low, knowing how to handle these products and how to react during an emergency can reduce the risk of injury.

Hazard Analysis

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. An overall rating is shown below in graph form. A more comprehensive overview of each rating is shown later in this document.



CRITICAL FACILITIES

A Critical Facility is defined as: A facility which provides a service or services including, but not limited to: water and sewage treatment, electrical services, law enforcement, fire protection, communication infrastructure, schools and medical assistance, that if interrupted would cause or be an eminent threat to lives and public health and safety if it was affected by a disaster. Moultrie County and its communities contain several of the above-mentioned facilities. Critical facilities are kept aware of weather advisories and/or hazardous driving conditions to help protect adults and children by whatever means necessary.

Health Care

The communities in Moultrie County are served by a number of medical facilities: Sullivan Medical Center, Sullivan Clinic, and the Moultrie County Health Department.

Sullivan Medical Center

The Sullivan Medical Center is owned by Decatur Memorial Hospital. Decatur Memorial is Central Illinois' regional medical center. Opened in 1916, it has been transformed from a one-building facility to a multi-facility medical complex with 30 satellite offices offering the latest in healthcare diagnostic and treatment modalities. A not-for-profit private hospital, Decatur Memorial Hospital's mission—to continuously improve and maintain the health of people living in the communities they serve—comes to fruition thanks to the hospital's nearly 2,500 caring, dedicated employees.

Sullivan Clinic

Sullivan Clinic is owned by Sarah Bush Lincoln Health System based in Mattoon. SBLHC is a not-for-profit and acute-care regional hospital employing approximately 1,500 people and is located on IL Rte.16 between Charleston and Mattoon. As a secondary care facility, SBLHC provides a full range of services to residents of Coles and the surrounding six counties, including Lincolnland Home Health, Lincolnland Hospice, In Home Medical, Mobile Mammography, Dental Program, and Adult Day services. The Health Center's active and consulting medical staff includes 145 providers representing 28 specialties. Special services include a Regional Cancer Center, Behavioral Health Services, Women and Children's Services, Outpatient Surgery Center, Cardiac Catherization, and a full complement of Radiology and Laboratory services.

Moultrie County Health Department

The Moultrie County Health Department just finished completion of a new building located just off the Courthouse Square. The building spans more than 5,000 square feet, and offers a variety of services including immunizations, nutrition programs, adult health services, and a water protections program. The Health Department will likely expand its list of services in the near future.

Education

Moultrie County is served by several different school districts in the respective communities and surrounding rural areas.: Windsor (CUSD#1), Mt Zion (CUSD #3), Atwood-Hammond (CUSD # 39, which plans to combine with CUSD #303 and #305-Lovington and Arthur, respectively), Cerro Gordo (CUSD #100), Sullivan (CUSD #300), Okaw Valley (CUSD #302), and Mattoon (CUSD #2).

Eastern Illinois University

Eastern Illinois University was founded in 1895 and is home to approximately 10,000 students. The university offers several degrees including Bachelor's, Master's, and Specialist's. The university sits on 320 acres and contains 11 resident's halls. The university has a rich tradition of preparing students to accomplish their life goals through a combination of quality academics and personal relationships. Consistently ranked in the top third of Midwest universities in its class by U.S. News and World Report, Eastern has earned its reputation by offering a wide variety of undergraduate and graduate programs taught by an experienced and caring faculty. In addition to reasonable tuition, fees, and room and board rates, Eastern offers a textbook rental system, saving the average student hundreds of dollars per semester. A variety of excellent on-campus housing opportunities are available on the safe, compact campus. Student graduation and retention rates are well above state and national averages, and that success continues after students earn their de-

grees -- year after year, Eastern ranks high in job placement, alumni satisfaction and employer satisfaction.

Richland Community College

Richland Community College is located in Decatur. Approximately 3,800 full and part time students attend annually. Richland serves its District with the main campus in Decatur and two extension centers. The College's main campus resides on a site of 155 acres of land. Following substantial growth and expansion, Richland currently has 293,590 feet of educational space. Richland moved into its permanent home during the fall of 1988. The College has added three new wings to the main campus: the Industrial Technology Center in 2002, the Schrodt Health Education Center in 2003, and the Dwayne O. Andreas Agribusiness Education Center in 2007. In spring 2009, the Adele P. Glenn Academy for Early Childhood Education opened, and the new Fitness Center was unveiled. The Industrial Technology Center was renamed the Scherer Industrial Technology Center in April 2009, in honor of the $6.8 million contribution to the College made by Walter and Alice Scherer. The Center for Sustainability and Innovation opened in July 2009, with the University of Illinois Extension Office located on the first floor. The Innovations Lab on the second floor opened during the fall of 2010.

Parkland Community College

Parkland Community College was established in 1967 in Champaign, Illinois. They offer over 100 associate's degree and certificate programs and have a faculty of over 600. Smaller class sizes allow for a more personalized learning experience and they also offer counseling and career advising. Parkland offers more than 40 campus clubs and organizations to provide students with opportunities for volunteerism and leadership development. They have a 320 seat performing arts theater and a 50 foot dome planetarium, named after William M. Staerkel, Parkland's first

president. The 255 acre main campus is located in the city's northwest corner, at 2400 W Bradley Ave.

Lake Land Community College

Lake Land Community College is home to 7,400 students from across East Central Illinois, Lake Land College (LLC) is a Public community college offering career programs that lead to immediate employment, transfer programs that lead to a baccalaureate degree, liberal arts, adult education, special job training and retraining programs. Founded in 1966, the 308 - acre campus hosts nine major buildings plus six supportive buildings, two campus ponds, a 160 acre agriculture land laboratory, computer labs, CAD lab, child care lab, cosmetology clinic and a dental clinic. The library provides access to books, magazines and several electronic databases. Lake Land College's main campus is located at 5001 Lake Land Blvd. (U.S. Route 45), Mattoon, Illinois, near the junction of Interstate 57, exit 184 and U.S. Route 45.

Heritage Baptist Academy

In addition to the public school systems, Moultrie County is home to one private school. Heritage Baptist Academy serves 22 students and is located in Gays, IL. This private education facility provides a learning environment to students from pre-kindergarten through high school.

Emergency Response Services

Sullivan Fire Department

The Sullivan Fire District was formed in 1956 and covers a large area in Moultrie County including the unincorporated town of Allenville and much of the Lake Shelbyville area. The district covers all of Sullivan Township, much of the southern part of Jonathan Creek Township, and a

small portion of Whitley Township. This district is the largest of the fire protection districts in the county and covers a total of 117 square miles of area.

The Lake Shelbyville area within the district includes two marinas, five campgrounds, and two beaches. Lake Shelbyville has a total of 8.1 square miles in Moultrie County with approximately 90% of the area in the Sullivan District. The lake presents several challenges for firefighters including response time to incidents and incidents on the lake itself.

The district is pro-active and has several programs to help firefighters cope with disasters. They are a part of the Okaw Fire Association which includes 13 Departments. These departments provide mutual aid response to each other. The districts also share in training and education programs.

The district has shown a significant increase in rescue calls and fire calls over the past 20 years. Rescue calls in the early 1980's averaged around 200 per year and have increased to an average of more than 600 per year in recent years. Fire calls have also increased from 101 in the 1991 to 173 in 2010. Much of the increase in rescue calls can be attributed to the increased recreational activity on Lake Shelbyville.

Hammond Fire Department

The Hammond Fire Protection District covers the northern portion of Lovington Township and a small portion in the northwest corner of Lowe Township. The district covers approximately 20 square miles in Moultrie County with no municipalities in the Moultrie portion of their district. The area is largely in farm production

Atwood Fire Department

The Atwood Fire Protection District covers a small portion of the northeast quarter of Lowe Township. This district is primarily farmland and covers approximately 3 square miles.

Arthur Fire Department

The Arthur Fire Protection District covers a large portion of Lowe Township in Moultrie County including the Village of Arthur. The district also covers a portion of Jonathan Creek Township. The fire district covers about 50 square miles in the County and approximately 100 square miles district-wide.

The department currently has 28 volunteer members, 3 pumper trucks, 2 tankers, and 1 rescue truck. The Arthur Fire Department has recently moved into a new facility and maintain all equipment at one location. The ISO rating is 9-7.

Lovington Fire Department

The Lovington Fire Protection District covers much of the central and southern Sections of Lovington Township as well as a small portion of Lowe Township. The district covers 45 square miles.

Dora Fire Department

Dora Fire Protection District covers all of Dora Township. The district oversees approximately 35 square miles.

Bethany Fire Department

Bethany Fire Protection District covers all of Marrowbone Township, a small portion of the southwest corner of Lovington Township, and the far northwest corner of Sullivan Township.

Windsor Fire Department

The Windsor Fire Protection District covers the western half of Whitley Township with the exception of the north two miles. This district includes about 15 square miles

Ambulance Districts

The Moultrie County ambulance districts follow the same borders as the fire protection district with the exception of Lovington, which also includes Lake City and Hammond.

Police Departments

Sullivan Police - The Sullivan Police Department is located at 307 S. Van Buren.

Arthur - Arthur PD is located in the Municipal Building at 120 E Progress St. There are 5 full time officers and 5 part time officers serving the Village of Arthur. They also have one K-9 unit.

Bethany-The Bethany Police Department is located at 207 W Main St in Bethany.

Lovington-The Lovington PD is located in the Village Hall at 222 S Railroad St.

Moultrie County Sheriff - The Moultrie County Sheriff's Department covers the remaining portions of the County and provides mutual aid to the entire County.

Moultrie County Sheriff's Office

The Moultrie County Sheriff's Office is controlled by the Office of Sheriff, the chief law enforcement officer in the county. The position of sheriff is an elected position every four years. By statutory or constitutional requirements, the sheriff is responsible for serving all warrants, civil process, orders and judgments issued by the court, as well as being the custodian of the county courthouse and jail. The sheriff, in person, or by his deputies, also attends all court proceedings. He or by his deputies, has powers to enforce laws within the entire county, but normally concentrates enforcement activities within the unincorporated areas having no other police presence.

UTILITIES

Coles-Moultrie Electric Cooperative

Coles Moultrie Electric Cooperative (CMEC) was organized by rural residents of Coles and Moultrie Counties in 1938. CMEC has more than 9500 members with more than 1,900 miles of electrical distribution lines stretching throughout portions of Coles, Moultrie, Shelby, Clark, Cumberland, Douglas, Edgar, Piatt, and Shelby Counties.

City of Sullivan Electric Department

The City of Sullivan Electric Department started in 1892 when the city began purchasing power from John H Baker to operate a total of 32 street lights. The city paid an average of $200 per month for power at that time. The city became a charter member of the Illinois Municipal Electric Agency (IMEA) in 1983. The city still relies on IMEA to provide low cost electricity to the city, although they still produce a small portion of their power.

In 2013, the city produced 249,247 kWh of power and purchased 70,589,000 kWh of electricity. Their peak load was 15,799 kWh, the highest load ever produced in the city.

Ameren

Ameren Corporation was formed in 1997 by the merger of Missouri's Union Electric Company with neighboring Central Illinois Public Service Company - but its roots stretch back to 1902. It covers parts of the northern part of Moultrie County, including the Village of Lovington.

Shelby Electric Coop/Shelby Energy Company

An electric cooperative is a member-owned and controlled utility which provides electricity and associated services at cost to it's consumer-members. Electric cooperatives were established by rural pioneers all across the country in the later 1930's & early 1940's. Cooperatives like Shelby Electric Cooperative brought electricity to rural areas that the investor-owned utilities wouldn't or couldn't serve, turning on the lights for thousands of farmers and rural dwellers. Today, they serve the southwestern part of Moultrie County.

Shelby Energy Company was established as a wholly-owned subsidiary of Shelby Electric Cooperative on April 4, 1994. The subsidiary provides an array of services through it's propane supply, including complete propane gas service for homes, farms and businesses. Shelby Energy services both members and non-members. The propane service is coordinated with Shelby Electric to promote dual-fuel applications to cooperative members.

Bethany

Bethany is a part of the Illinois Municipal Electric Agency, which is a not-for-profit unit of local government created in 1984 that is currently comprised of 32 municipal electric systems and one electric cooperative from all across Illinois. Each of those communities owns and operates its own electric distribution system. Some operate local power generation plants.

Public Water Systems

Arthur

The water plant was built in 1952 and was renovated in 1964 and 2003. Their max. pumping capacity is 600 GPM and they have a 200,000 gal water tower and 100,000 gal underground storage wet well. The average daily use is 135,000-220,000 GPD in the winter and 180,000 to320,000 GPD in the summer.

Lovington

The water plant was built in 1994 & the water tower in 2007. The water service uses mostly 4" & 6" lines and have been all plastic since 1999.They have a 150,000 gallon capacity and average 80,000-110,000 gallons daily. There are currently 510 water customers.

The sewer treatment facility has a 317,000 gallon maximum and uses 212,000 gallons daily. It was built in 1962 and was updated in 1989.

Long Creek Township

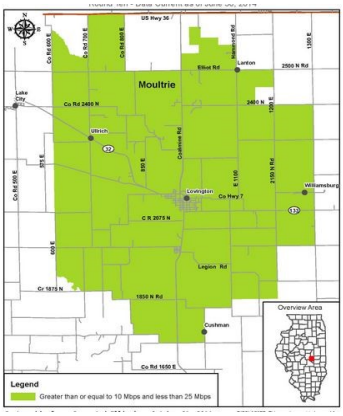
Long Creek has an average daily use of 25,000-30,000 gal per day. Dalton City purchases their water from Long Creek as they do not have their own water treatment plant.

West Prairie Water District

The West Prairie Water District covers a large area of Moultrie County.

TELECOMMUNICATIONS

Moultrie Independent Telephone Company



The Moultrie Independent Telephone Company was first started in Lovington in the 1890's. It has grown and expanded its services to meet the needs of Lovington residents and is now part of a larger company called Moultrie Multicorp. The companies that make up Moultrie Multicorp provide cable, internet and telephone services to the Lovington area.

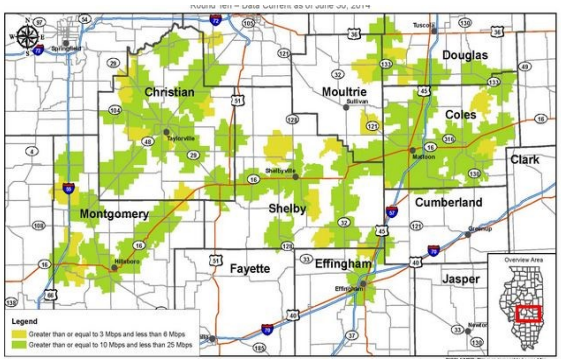
Frontier Communications

Frontier Communications Corporation has coverage in 31 states, mainly serving rural areas and smaller communities. It was known as Citizens Utilities Company until May of 2000 and Citizens Communications Company until July 31, 2008, when it became Frontier Communications. They offer TV, internet, and telephone services, as well as digital security.

Illinois Consolidated (Consolidated Communications)

Founded more than a century ago, Consolidated Communications, Inc. (CCI) offers communications services to consumer, commercial and carrier customers in California, Kansas, Missouri, Illinois, Texas and Pennsylvania.

They employ 1,700 and offer a wide range of services including digital TV, high-speed Internet, phone services, and home automation and security. They offer customizable solutions to commercial and carrier businesses of all sizes ranging from data connectivity of all types, data storage and backup, cloud applications, hardware and systems, as well as, hosted and traditional voice services.



Mediacom Communications Corporation

Mediacom serves over 1,500 communities throughout the country, mostly in America's smaller cities and towns. They have invested millions of dollars to build a nationwide fiber optic infrastructure to deliver a wide array of advanced products and services including digital cable TV, high-speed Internet and phone service.

Mediacom believes in keeping jobs in the communities they serve, and their workforce of over 4,600 employees live and work in the 22 states where they do business.

CodeRed Telephone System

CodeRed is an implemented telephone system wherein calls are initiated by the National Weather Service or by the County EMA. The County can have up to four people trained to initiate calls, but the County EMA is the only person initiating calls at this time.

When initiation for severe weather occurs, only persons within the box drawn by the National Weather Service are called. This is different from those text messages received by the National Weather Service in that all persons in the County are contacted when the text is received.

CodeRed goes beyond calling for severe weather. The system can be used for a number of services including notification of boil orders, missing persons, or domestic disturbances where residents should be notified. The EMA director can simply draw a box using the included software and automatically call all persons within that area.

Residents with land lines will be called in specific instances. Residents with cell phones need to sign up for the service. When signing up, the resident can check which services they would like to be notified for.

Locally Operated Radio Stations

There are no locally owned radio stations in Moultrie County, but there are multiple stations that broadcast out to Moultrie County. They are as follow:

CALL SIGN	FREQUENCY	FORMAT
WILL	90.9 FM	Classical
WUIS	91.9 FM	Public Radio
WWGO	92.1 FM	Classic Rock
WEIU	88.9 FM	Variety
WYDS	93.1 FM	Top-40
WMCI	101.3 FM	Country
WEJT	105.1 FM	Adult Hits
WZNX	106.7 FM	Rock
WILL	580 AM	Public Radio
WTIM	870 AM	News/Talk
WDZ	1050 AM	Sports
WCRA	1090 AM	Talk
WLBH	1170 AM	Nostalgia

Local Television

There are no local television station in Moultrie County, but there are multiple stations that broadcast in the County. They are as follow:

STATION	CHANNEL	LOCATION	NETWORK
WAND	17	Decatur	NBC
WCIS	20	Springfield	ABC
WILL	11	Urbana	PBS
WICD	15	Champaign	ABC
WBUI	23	Decatur	CW
WCIX	49	Springfield	MNTV
WEIU	51	Charleston	PBS
WRSP	55	Springfield	FOX
W58DA	58	Urbana	TBN

TRANSPORTATION

Rail Service

There are two rail lines that run through Moultrie County: Canadian National and Union Pacific. Canadian National Railroad merged with the former Illinois Central Railroad. One of their lines runs from Peoria / Decatur through Dalton City, Bethany, Sullivan, Allenville and Coles Station to Mattoon where it has a junction with the main Canadian National line. Decatur is a major manufacturing center and is home to A.E. Staley (Tate & Lyle) and Archer Daniel Midland (ADM) who among the largest corn and bean processors in the world. A large amount of grain and processed grain products (corn oil, soy oil) are carried along this vital artery to and from these processing plants in Decatur. The line also carries new construction equipment from the Caterpillar plants in Decatur and Peoria. Tate & Lyle operates a facility on the line at Coles Station. In addition Heritage Grain Coop in Dalton City ships large quantities of grain to Decatur and the gulf coast.

The Union Pacific line runs from Chicago to St. Louis. This is the Old Chicago & Eastern Illinois (C&EI) line. It runs through Villa Grove, Tuscola, Arthur, Cadwell and Sullivan before going on to Findlay in Shelby County where a spur goes through Shelbyville and on to Altamont. This lines handles a large amount of intermodal containers and car haulers. The Dekalb Grain facility in Tuscola and Okaw Farmers Coop Elevator in Cadwell also utilizes the line for grain shipments.

AIR SERVICE

While there are no airports within the boundaries of Moultrie County, there are several within easy driving distance.

Mattoon-Coles County Memorial Airport (22 miles)
Decatur-Decatur Airport (28 miles)
Champaign-University of Illinois Willard Airport (47 miles)

HAZARD ANALYSIS

CATEGORY WEIGHTING

Hazard Severity Ratings are based on a 100 point scale. The higher the rating, the more critical the hazard is to the community. CCRP&DC and Moultrie County EMA staff, along with input from the HMP Committee, rated each hazard in the following nine categories: potential magnitude, frequency of occurrence, seasonal pattern, areas affected, duration, speed of onset, warning system, local response capabilities, and previous occurrence. The Hazards Severity Rating for each hazard is calculated by adding together the ratings for each category. The Hazards Analysis Worksheet shows how the ratings in each category are calculated.

Each category has predetermined importance-weighting factors (wf). The following points are the maximum offered for each of the 9 categories listed below (based on 100 point scale):

Categories percentages

Potential Magnitude: 24
Speed of Onset: 20
Areas Affected: 16
Frequency Occurrence: 12
Local Response: 12
Duration Rating: 8
Warning Systems: 4
Seasonal Planning: 3
Hazard previous occurrence in Moultrie County: 1

Hazard Analysis Categories

The following categories were used in determining the Hazard Severity Rating for each hazard:

1. POTENTIAL MAGNITUDE: The percentage of community affected by the hazard.

SCALE: 24 points = More than 50%
18 points = 25% to 50%
12 points = 10% to 25%
6 points = less than 10%

2. FREQUENCY OF OCCURRENCE: The probability that the hazard would occur in the community.

SCALE: 12 points = Highly Likely (100%, within the next year)
9 points = Likely (10 %< x <100%, within the next 10 years)
6 points = Possible (1 %< x<10%, within the next 100 years
3 points = Negligible (x<1%, more than 100 years prob.)

3. SEASONAL PATTERN: Most likely time of the year that the hazard might occur.

SCALE: 3 points = Likely to occur anytime of the year
2 points = Likely to occur during extreme weather conditions only
1 points = Likely to occur during moderate weather conditions only

4. AREAS AFFECTED: Hazard affects high or low population areas and critical facilities.

SCALE: 16 points = high population, critical facilities
12 points = high population, no/few critical facilities
8 points = low population, critical facilities
4 points = low population, no/few critical facilities

5. DURATION RATING: Length of time the hazard would last.

SCALE: 8 points = more than 15 days
6 points = 8 to 14 days
4 points = 3 to 7 days
2 points = less than 2 days

6. SPEED OF ONSET: Community's hours of warning prior to occurrence

SCALE: 20 points = 0 to 6 hours
15 points = 7 to 12 hours
10 points = 13 to 24 hours
5 points = more than 25 hours

7. WARNING SYSTEMS: Expected percentage of population receives warning prior to occurrence.

SCALE: 4 points = inadequate (0 < x < 25% population receives warning)
3 points = basic (26% < x < 50% population receives warning)
2 points = enhanced (51% < x < 75% population receives warning)
1 point = advanced (76% < x < 100% population receives warning)

8. LOCAL RESPONSE CAPABILITIES: level of aid that would be requested by the community.

SCALE: 12 points = State assistance required
8 points = Mutual aid required
4 points = Mutual aid not required

9. PREVIOUS OCCURRENCE: whether or not hazard has occurred in Moultrie County before.

SCALE: 1 point = hazard has occurred in Moultrie County

HAZARD SYNOPSIS

(Hazard Analysis Worksheet)

FIRES

FIRE (MAJOR RURAL) TOTAL: 71

Potential Magnitude: 12
Speed of Onset: 20
Areas Affected: 16
Seasonal Patterns: 3
Previous Occurrence: 0

Frequency Occurrence: 6
Local Response: 8
Duration Rating: 2
Warning Systems: 4

Description:
There is a lack of historical data or documented wildfires in Moultrie County.

Vulnerability:
Wildfires can occur mainly during periods of drought or extreme dryness. Areas such as open fields or areas surrounding large forest areas could be potentially dangerous due to wind and the flammability of the dry vegetation.

Risk:
The risk of wildfires is limited to rural areas (Moultrie County) with significant vegetation to serve as fuel; especially when considered during drought conditions. Generally considered a low risk to incorporated or built-up areas.

Response:
Local response agencies would be capable of responding and recovering from a wildfire.

FIRE (CITY/VILLAGE) TOTAL: 64

Potential Magnitude: 12
Speed of Onset: 20
Areas Affected: 8
Seasonal Pattern: 3
Previous Occurrence: 1

Frequency Occurrence: 6
Local Response: 8
Duration Rating: 2
Warning Systems: 4

Description:
There have been several major fires within city limits in Moultrie. Many of these are documented in the Previous Moultrie County Disasters section.

Vulnerability:
Fires can occur at any time for many different reasons. Often during periods of drought or extreme dryness. Homes with poor electrical wiring can be at significant risk.

Risk:
All residential areas are equally at risk

Response:
Local response agencies would be capable of responding and recovering from a fire.

NATURAL DISASTERS

EARTHQUAKE

TOTAL: 64

Potential Magnitude: 12
Speed of Onset: 20
Areas Affected: 8
Seasonal Patterns: 3
Previous Occurrence: 1

Frequency Occurrence: 6
Local Response: 8
Duration Rating: 2
Warning Systems: 4

Description:
Moultrie County historical earthquake is below Illinois state average and 88% smaller than the overall U.S. average.

Vulnerability:
The New Madrid Fault is active averaging more than 200 events per year. A damaging earthquake in this area (6.0 or greater) occurs about every 80 years. Shaking could be felt as far north as Chicago and as far east as Pennsylvania depending upon the magnitude.

Risk:
Sullivan, Bethany, Arthur, Allenville, Dalton City and Moultrie County are all at risk for earthquakes.

Response:
In most cases local response agencies would be capable of responding to and recovering from a moderate earthquake. Under a worst case scenario mutual aid would be required from sur-

rounding agencies and in catastrophic situations, State and/or Federal assistance could be required as well.

*New Madrid Fault location is in parts of Missouri, Tennessee, and Arkansas, however earthquakes are felt throughout portions of Illinois.

WEATHER

THUNDERSTORMS TOTAL: 77

Potential Magnitude: 18
Speed of Onset: 20
Areas Affected: 16
Seasonal Patterns: 1
Previous Occurrence: 1

Frequency Occurrence: 12
Local Response: 4
Duration Rating: 2
Warning Systems: 3

Description:
Severe Thunderstorms are the most common hazards affecting Moultrie County. Seasons typically last from March until October and occur frequently when conditions are favorable. Some damaging factors are hail, winds, lightning, flooding, and occasional tornados.

Vulnerability:
Damage ranges from minimal to catastrophic depending upon the path, size, and intensity of the storm system.

Risk:
The risk of suffering from severe thunderstorms is high for all jurisdictions.

Response:
Local agencies have set guidelines in place. State and mutual assistance would be needed depending upon level of destruction. Warning systems, alert sirens, and the CodeRed telephone system are currently in place for the City of Sullivan, where the majority of Moultrie County's population is located. Those towns without warning sirens have access to local radio and weather broadcasts.

WIND STORM TOTAL: 78

Potential Magnitude: 18
Speed of Onset: 20
Areas Affected: 16
Seasonal Pattern: 1
Previous Occurrence: 1

Frequency Occurrence: 9
Local Response: 8
Duration Rating: 2
Warning Systems: 3

Description:
Wind storms are often associated with weather conditions that promote tornadoes. High winds can lead to property damage, and in some cases, damage to crops.

Vulnerability:
Agricultural areas are mostly affected, however, humans can be endangered as well, depending upon the size of the storm.

Risk:
All of Moultrie County is at risk of suffering wind damage. However, as the local agricultural economy is based in the unincorporated areas of the county, the risk in rural areas for this hazard would be significantly higher.

Response:
Current warning systems include severe weather warnings related to Tornadoes.

ICE/SNOW STORM **TOTAL: 57**

Potential Magnitude: 18
Speed of Onset: 10
Areas Affected: 8
Seasonal Pattern: 2
Previous Occurrence: 1

Frequency Occurrence: 6
Local Response: 8
Duration Rating: 2
Warning Systems: 2

Description:
Moultrie County has experienced many severe winter storms throughout history, as detailed in earlier sections. Average annual snowfall is 12.68 inches.

Vulnerability:
Agricultural areas are mostly affected however humans can be endangered as well, depending upon the size and duration of the storm.

Risk:

Given seasonal and/or climatic conditions, all of Moultrie County is at considerable risk of suffering from severe winter storms.

Response:

In most cases local response agencies would be capable of responding to and recovering from ice and snow damage. Under a worst case scenario, mutual aid would be required from surrounding agencies and in catastrophic situations, State and/or Federal assistance would be required.

TORNADO **TOTAL: 63**

Potential Magnitude: 6
Speed of Onset: 20
Areas Affected: 16
Seasonal Pattern: 1
Previous Occurrence: 1

Frequency Occurrence: 6
Local Response: 8
Duration Rating: 2
Warning Systems: 3

Description:

According to the National Climatic Data Center approximately 54 tornadoes have been reported in the state of Illinois between 1991 and 2010. In Moultrie County, 5 tornadoes have struck since 1998, the most recent in 2013. This is the most accurate data source available.

Vulnerability:

Due to the frequency and unpredictable pattern of tornadoes, all of Moultrie County is vulnerable to tornado induced damages. The injury and damage potential is high due to the concentrations of populated areas, large number of mobile homes and manufactured housing units, as well as the lack of adequate storm shelters throughout the County. Warning systems are in place to alert the public prior to the onset of a storm when possible.

Risk:

Given seasonal and/or climatic conditions, all of Moultrie County is at considerable risk of suffering from tornadoes.

Response:

In most cases local response agencies would be capable of responding to and recovering from a tornado. Under a worst case scenario, mutual aid would be required from surrounding agencies and in catastrophic situations, State and/or Federal assistance would be required.

FLOOD/FLASH FLOODING **TOTAL: 55**

Potential Magnitude: 6
Speed of Onset: 15
Areas Affected: 8
Seasonal Pattern: 2
Previous Occurrence: 1

Frequency Occurrence: 9
Local Response: 8
Duration Rating: 4
Warning Systems: 2

Description:
Most floods occur from streams flowing through or adjacent to Moultrie County. Flooding issues have historically occurred in certain areas of Sullivan, Lovington and Bethany.

Vulnerability:
Seasonal flooding can occur during early spring to late fall; however floods can be expected, in extreme cases, any time throughout the year. Repetitive Loss: Currently, Moultrie County does not have any properties that fit the definition of a Repetitive Loss Structure, however a study has never been done in Lovington, where we suspect such a property may be located.. If such properties should exist in the future, the County will address that issue in the HMP Update.

Risk:
Any area with a high water table could be at risk for flooding during a heavy rain period, as well as any jurisdiction near a stream or river during same conditions. This situation would impact any municipalities within Moultrie County, as well as the county itself. Further, Moultrie County contains areas which fall into a FEMA designated Floodplain.

Response:
In most cases State aid would be required; however in extreme cases Federal and State relief would be available for victims.

DROUGHT **TOTAL: 61**

Potential Magnitude: 24
Speed of Onset: 5
Areas Affected: 12
Seasonal Pattern: 1
Previous Occurrence: 0

Frequency Occurrence: 6
Local Response: 4
Duration Rating: 8
Warning Systems: 1

Description:
Drought gripped much of the Midwest from 1987 to 1991, although no specific cases were reported in Moultrie County.

Vulnerability:
Moultrie County farmers would be directly affected as well as many of our streams and tributaries. Drought can come with periods of intense prolonged heat which could pose health issues to many residents within Moultrie County. Drought can occur any time of the year when conditions are favorable.

Risk:
Sullivan, Bethany, Arthur, Allenville, Gays and Moultrie County are all at risk for drought, however, the risk is minimal.

Response:
In most cases private aid would be needed. Local agencies have prepared a synchronized list of implementations if drought should affect the communities within Moultrie County.

EXTREME TEMPERATURES **TOTAL: 50**

Potential Magnitude: 12
Speed of Onset: 5
Areas Affected: 8
Seasonal Pattern: 2
Previous Occurrence: 1

Frequency Occurrence: 9
Local Response: 8
Duration Rating: 4
Warning Systems: 1

Description:
Extremely bad winters in 1977 and 78 with temperatures below 0 and millions of dollars in damages throughout the county due to ice. At least 1 death from exposure in 1977 reported.

Vulnerability:
Moultrie County can be directly affected depending upon seasonal patterns. Elderly, young children and those with illnesses are more susceptible to becoming victims of both extreme heat and cold.

Risk:
All of Moultrie County would be at risk for extreme temperatures.

Response:
Local response agencies have a plan in place if conditions for such hazard should occur. Local mutual aid would be needed if circumstances arose.

HEALTH DISASTERS

EPIDEMICS/DISEASE

TOTAL: 57

Potential Magnitude: 12
Speed of Onset: 5
Areas Affected: 12
Seasonal Pattern: 3
Previous Occurrence: 0

Frequency Occurrence: 6
Local Response: 12
Duration Rating: 6
Warning Systems: 1

Description:
A major Influenza outbreak occurred in 1919 and a nationwide Polio epidemic affected Moultrie County in the early 1950's.

Vulnerability:
Nearly 100 percent of the population would be susceptible to diseases. The elderly and the young would be most vulnerable.

Risk:
All of Moultrie County municipalities are at risk to Epidemics and/or Diseases impacting their populations.

Response:
A wide-spread disease or epidemic would likely be beyond the capabilities of local health agencies and response agencies. Mutual aid and State or Federal assistance would be required.

PEST INFESTATION

TOTAL: 53

Potential Magnitude: 12
Speed of Onset: 20
Areas Affected: 4
Seasonal Pattern: 1
Previous Occurrence: 0

Frequency Occurrence: 6
Local Response: 4
Duration Rating: 2
Warning Systems: 4

Description:

As evidenced by past major breakouts, pests can offer a wide range of infectious diseases and viruses.

Vulnerability:

In the event of insect infestation, nearly 100 percent of the area within the county could be affected. Agricultural losses could be enormous, causing a severe economic impact to the county.

Risk:

All of Moultrie County municipalities are at risk to pest infestations impacting their populations.

Response:

A wide-spread infestation would likely be beyond the capabilities of local health agencies and response agencies. Mutual aid and State or Federal assistance would be required.

PUBLIC TRANSPORTATION

HAZARDOUS MATERIALS ACCIDENT (AIR)

TOTAL: 82

Potential Magnitude: 24
Speed of Onset: 20
Areas Affected: 12
Seasonal Pattern: 3
Previous Occurrence: 0

Frequency Occurrence: 3
Local Response: 12
Duration Rating: 4
Warning Systems: 4

Description:

Most HAZMAT accidents are minor or limited in scope, thereby affecting only a small area and segment of the population. However, the potential for more significant accidents is high. The event will most likely occur during a vehicle accident along a major roadway. In addition, railroad lines pass through the County transporting unknown amounts of hazardous materials.

Vulnerability:

A significant portion of the populations could be affected by a hazardous substance release as well as a significant portion of the land area of Moultrie County could be affected by a hazardous substance release, especially if it occurred in the air.

Risk:

All of Moultrie County municipalities are at risk of Hazardous Materials incidents impacting their populations.

Response:
Local response agencies have a plan in place if conditions for such a hazard should occur. Local mutual aid would be needed if worst case circumstances arose.

HAZARDOUS MATERIALS ACCIDENT (HIGHWAY) **TOTAL: 69**

Potential Magnitude: 12
Speed of Onset: 20
Areas Affected: 8
Seasonal Pattern: 3
Previous Occurrence: 0
Frequency Occurrence: 6
Local Response: 12
Duration Rating: 4
Warning Systems: 4

Description:
Most HAZMAT accidents are minor or limited in scope, thereby affecting only a small area and segment of the population. However, the potential for more significant accidents is high. The event will most likely occur during a vehicle accident along a major transportation route.

Vulnerability:
A significant portion of the population could be affected by a hazardous substance release as well as a significant portion of the land area of Moultrie County could be affected by a hazardous substance release, especially if it occurred in the air.

Risk:
All of Moultrie County municipalities are at risk of Hazardous Materials incidents impacting their populations.

Response:
Local response agencies have a plan in place if conditions for such a hazard should occur. Local mutual aid would be needed if worst case circumstances arose.

HAZARDOUS MATERIALS ACCIDENT (RAILROAD) **TOTAL: 75**

Potential Magnitude: 18
Speed of Onset: 20
Frequency Occurrence: 6
Local Response: 12

Areas Affected: 8
Seasonal Pattern: 3
Previous Occurrence: 0

Duration Rating: 4
Warning Systems: 4

Description:
Most HAZMAT accidents are minor or limited in scope, thereby affecting only a small area and segment of the population. However, the potential for more significant accidents is high. Rail-road lines pass through the County transporting unknown amounts of hazardous materials.

Vulnerability:
A significant portion of the populations could be affected by a hazardous substance release as well as a significant portion of the land area of Moultrie County.

Risk:
Nearly all Moultrie County municipalities are at risk of Hazardous Materials incidents impacting their populations. There are two rail lines that run through Moultrie County, and they pass through Dalton City, Bethany, Sullivan, Allenville and Arthur.

Response:
Local response agencies have a plan in place if conditions for such a hazard should occur. Local mutual aid would be needed if worst case circumstances arose.

HAZARDOUS MATERIALS ACCIDENT (FACILITY)

TOTAL: 69

Potential Magnitude: 6
Speed of Onset: 20
Areas Affected: 16
Seasonal Pattern: 3
Previous Occurrence: 0

Frequency Occurrence: 6
Local Response: 12
Duration Rating: 4
Warning Systems: 2

Description:
Most HAZMAT accidents are minor or limited in scope, thereby affecting only a small area and segment of the population. However, the potential for more significant accidents is high. A large portion of Moultrie County is agricultural farmlands, which necessitates large quantities of chemicals to be on hand regularly.

Vulnerability:
A significant portion of the land area could be affected by a hazardous substance release in the county.

Risk:
All of Moultrie County municipalities are at risk of Hazardous Materials incidents impacting their land.

Response:
Local response agencies have a plan in place if conditions for such a hazard should occur. Local mutual aid would be needed if worst case circumstances arose.

PUBLIC UTILITIES

COMMUNICATIONS FAILURE TOTAL: 65

Potential Magnitude: 6
Speed of Onset: 20
Areas Affected: 12
Seasonal Pattern: 3
Previous Occurrence: 1

Frequency Occurrence: 9
Local Response: 8
Duration Rating: 2
Warning Systems: 4

Description:
Communication disruptions have occurred several times in recent Moultrie County history; however the outages have generally been short-lived and isolated. Wide spread outages are not typical for this area.

Vulnerability:
During a wide spread communications failure there is a potential for nearly 100 percent of the Moultrie County population to be affected. The loss of communications would hamper dispatching law enforcement, fire, and EMS and ESDA responses. The loss of radio stations and cellular or telephone service would hamper effectively reporting information to the public during times of disaster.

Risk:
All of Moultrie County is at risk to Communication Failures impacting their communities.

Response:
In most cases local response agencies would be capable of responding to and recovering from a moderate communications failure. Under a worst case scenario mutual aid would be required from surrounding agencies, and in catastrophic situations, State assistance would be required.

POWER FAILURE **TOTAL: 82**

Potential Magnitude: 24
Speed of Onset: 20
Areas Affected: 8
Seasonal Pattern: 3
Previous Occurrence: 1

Frequency Occurrence: 12
Local Response: 8
Duration Rating: 2
Warning Systems: 4

Description:
Power failures have occurred several times in recent Moultrie County history; however the outages have generally been short-lived and isolated. Wide spread outages are not typical for this area.

Vulnerability:
During a wide spread power failure there is a potential for nearly 100 percent of Moultrie County population to be affected. The loss of communications would hamper dispatching law enforcement, fire, and EMS and EMA responses. The loss of radio stations and cellular or telephone service would hamper effectively reporting information to the public during times of disaster.

Risk:
All of Moultrie County is at risk to Power Failures impacting their communities.

Response:
In most cases local response agencies would be capable of responding to and recovering from a moderate power failure. Under a worst case scenario, mutual aid would be required from surrounding agencies, and in catastrophic situations, State assistance would be required.

PIPELINE FAILURE OR BREACH **TOTAL: 61**

Potential Magnitude: 6
Speed of Onset: 20
Areas Affected: 8
Seasonal Pattern: 3
Previous Occurrence: 0

Frequency Occurrence: 6
Local Response: 12
Duration Rating: 2
Warning Systems: 4

Description:
There have been no documented incidents of ruptured pipelines in Moultrie County.

Vulnerability:
In the event of a rupture, a significant portion of the population could be affected through evacuation or service disruption.

Risk:
Given that pipelines cross a significant part of the county, depending on the type and placement of a rupture, there's potential for large portions of the population to be affected.

Response:
Local response agencies would be capable of responding to and recovering from service and local supply line ruptures or breeches. In the event of a major pipeline rupture or breech State assistance would be required.

DAM FAILURE **TOTAL: 68**

Potential Magnitude: 18
Speed of Onset: 15
Areas Affected: 8
Seasonal Pattern: 2
Previous Occurrence: 0

Frequency Occurrence: 3
Local Response: 12
Duration Rating: 6
Warning Systems: 4

Description:
Moultrie County has a moderate threat for dam failure, although the risk is mostly confined to economic and biological losses.

Vulnerability:
There could be potential harm to wildlife habitats in the county and damage to personal property in certain areas.

Risk:
Given its position, the risk to Moultrie County would be minimal.

Response:
Local response agencies would be capable of responding to and recovering from a dam failure, although State and Federal wildlife personnel might be called in to assist.

MISCELLANEOUS

TERRORISM **TOTAL: 62**

Potential Magnitude: 6
Speed of Onset: 20
Areas Affected: 8
Seasonal Patterns: 3
Previous Occurrence: 0

Frequency Occurrence: 3
Local Response: 12
Duration Rating: 6
Warning Systems: 4

Description:
There have been no previous occurrences of terrorism attacks within recent history of Moultrie County.

Vulnerability:
Government, research, and individual facilities may become targets for terrorist attacks. An event such as this could result in a significant number of deaths or injuries as well as damage to critical facilities.

Risk:
Sullivan, Bethany, Arthur, Lovington and Moultrie County are all potentially at risk to the effects of terrorism. Large amounts of hazardous materials are shipped by tank and on railroads through the County, and incidents involving these materials could reach a critical stage in a matter of minutes and may affect large areas. The County also supports a large tourist population during the summer, which presents several challenges to first responders in the event of a terrorist incident. This would be particularly challenging in the event of a bio-terrorism act, since most people will have returned home to their jurisdictions, increasing the geographical area of the incident and possibly contaminating their families and surrounding neighbors.

Response:
Moultrie County and local municipal officials recognize terrorism potentials and maintain active plans and procedures in case of emergencies. A terrorism annex has been added to the County Response Plan and will be implemented upon such hazard. The annex supplements the Emergency Operations Plan (EOP) that is already in effect. Mutual aid and State assistance is likely to be required in such an event, as local first responders will likely be overwhelmed.

CIVIL DISTURBANCE **TOTAL: 70**

Potential Magnitude: 12
Speed of Onset: 20
Areas Affected: 16
Seasonal Patterns: 3
Previous Occurrence: 0

Frequency Occurrence: 3
Local Response: 8
Duration Rating: 4
Warning Systems: 4

Description:
There have been no documented events of public disorder in Moultrie County within recent history.

Vulnerability:
In the event of civil disorder, the event would likely be restricted in size and area. Some property damage and injuries might occur. However, the vulnerability is considered low.

Risk:
Sullivan, Bethany, Arthur, Lovington and Moultrie County are all potentially at risk from this hazard, however, considering the current socio-political situation, the risk of civil disturbance is low for all jurisdictions.

Response:
Local response agencies would likely be capable of responding to and recovering from a civil disobedience event. Major civil disobedience events would require both mutual aid and State assistance.

NUCLEAR INCIDENT **TOTAL: 80**

Potential Magnitude: 18
Speed of Onset: 20
Areas Affected: 12
Seasonal Patterns: 3
Previous Occurrence: 0

Frequency Occurrence: 3
Local Response: 12
Duration Rating: 8
Warning Systems: 4

Description:
There have been no past occurrences of nuclear incident in or around Moultrie County.

Vulnerability:
A currently operating plant within three hours south of Moultrie County in Metropolis, IL near the Illinois – Kentucky border is Honeywell Facility-Uranium Conversion Facility. Also, an oper-

ating plant just east of Clinton, IL near Decatur, is the Exelon Nuclear Facility. Both plants are within close proximity to being potentially hazardous to the Moultrie County area.

Risk:

All of Moultrie County is potentially at risk to fall-out hazard of a nuclear incident.

Response:

In the event of a nuclear explosion or accident State assistance would be required for recovery.

MITIGATION EFFORTS

Introduction

In accordance with the provisions of the Illinois Emergency Management Act 20 Illinois Compiled Statutes 3305/1 et seq. January 1, 2002, and the Rules for Emergency Services and Disaster Agencies 29 Illinois Administrative Code Part 301 February 26, 2002, the Chairman of the Moultrie County Board is authorized to cause to be prepared and maintained a comprehensive emergency management plan and program for the County of Moultrie. This Emergency Operation Plan has been developed and is maintained through a cooperative effort between representatives of emergency response groups, county and city offices and/or agencies, the American Red Cross, and other volunteer agencies in accordance with the aforementioned provisions. The Moultrie County ESDA is responsible for coordination of this effort.

This plan identifies the hazards to which Moultrie County is vulnerable, sets down responsibilities of all County departments, agencies, offices, and volunteer agencies. This plan also outlines a means for the County's resources to be used to assist the citizens of the jurisdiction during times of disaster. The planning authorities and responsibilities conveyed to the individual departments, agencies, offices, and volunteer agencies are recognized and acknowledged.

This plan describes a coordination mechanism for response to and recovery from disasters and incidences arising therefrom. All tasked organizations have a responsibility to prepare and maintain standard operating guidelines and commit their personnel to the training, exercising, and plan maintenance efforts needed to support the Emergency Operation Plan.

Mitigation Goals

The risk assessment identified several hazards that Moultrie County is prone to. The mitigation planning team members realize that hazards cannot be eliminated completely. However, Moultrie County can work toward building disaster-resistant communities. These actions are prioritized based on committee input and will require a cost benefit review before completing. The following is a list of goals and objectives representing short and long term goals that the County would like to achieve for mitigation.

Goal 1: Lessen the impacts of hazards to new and existing infrastructure.

I. Objective: Equip public facilities and communities to guard against damage caused by secondary effects of hazards.
II. Objective: Minimize the amount of infrastructure exposed to hazards.

III. Objective: Evaluate and strengthen the communication and transportation abilities of emergency services throughout the county.
IV. Objective: Improve emergency sheltering in the community.
V. Objective: Retrofit critical facilities and structures with structural design practices and equipment that will withstand natural disasters and offer weather-proofing.

Goal 2: Revise existing plans and maps for the community.

I. Objective: Support compliance with the National Flood Insurance Program.
II. Objective: Review and update existing community plans and ordinances to support hazard mitigation.
III. Objective: Follow up with mitigation strategies.

Goal 3: Educate residents on the hazards affecting their County.

I. Objective: Raise public awareness on hazard mitigation.
II. Objective: Improve education and training of emergency personnel and public officials.

Goal 4: Continue being proactive with flooding issues in the County.

I. Objective: Work with Lovington Village Officials to assist in drainage and flooding issues. Write Grants to install upgraded infrastructure.
II. Objective: Work with Bethany Village Officials to reduce flood and drainage damages to homes along the creek in town.
III. Objective: Work with the County to resolve drainage issues in Roley Estates east of Sullivan.
IV. Objective: Continue pursuing changes to infrastructure where flooding occurs in the County including Austin Bridge, County Road 2500 N north of Lovington, Butts Bridge on 625E, Joe Pound Road.
V. Objective: Revise flood zone maps in Lovington once all work is complete.

Goal 5: Ensure pipelines are being inspected and are clearly marked.

I. Educate the public on calling JULIE before digging anywhere in Moultrie County.
II. Clear Brush and grass away from signs marking the pipelines.

Plan Maintenance

Throughout the five year planning cycle, the Moultrie County Emergency Management Agency will reconvene the Hazard Mitigation Planning Committee to monitor, evaluate, and update

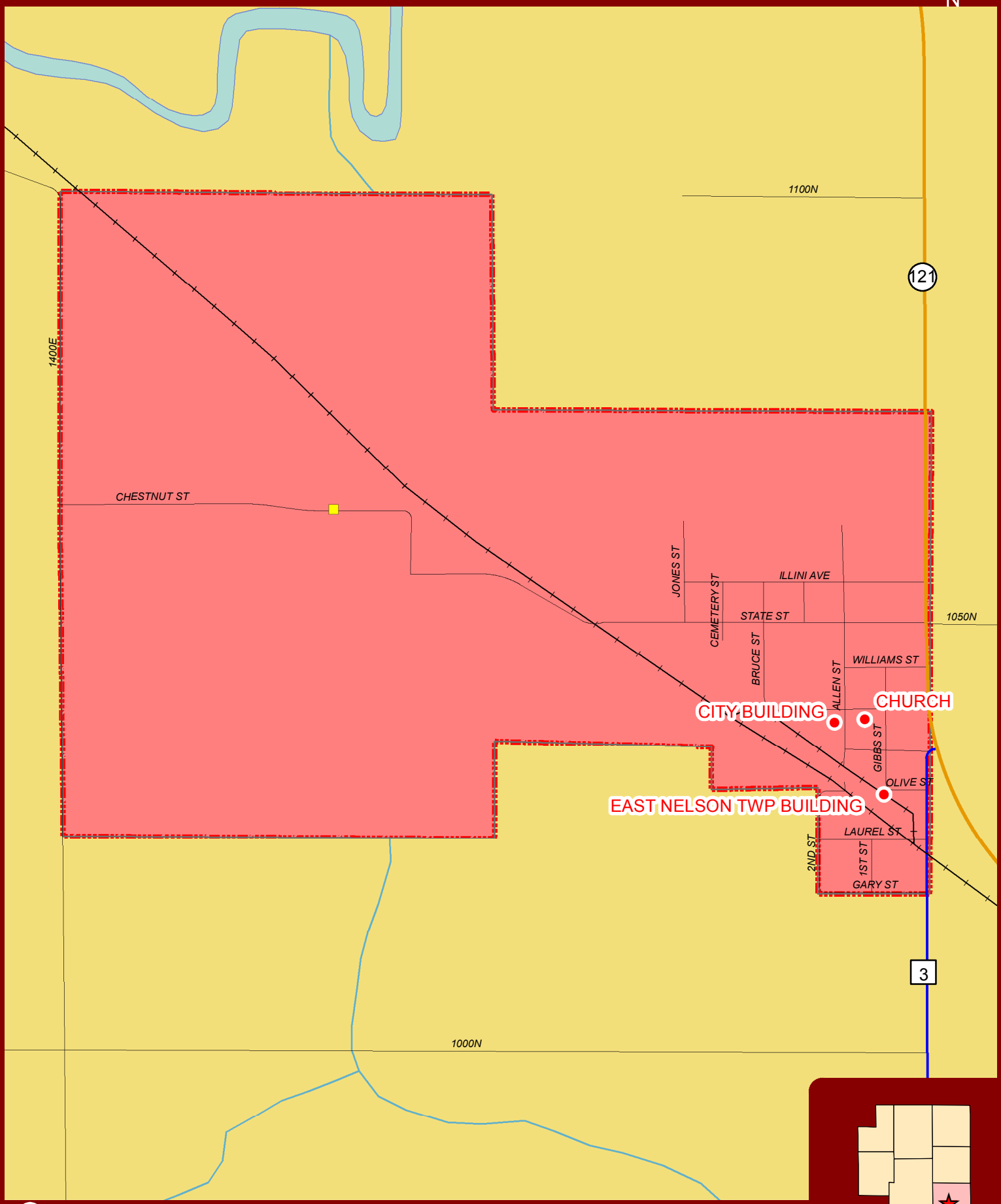
the plan on an annual basis. Additionally, the plan will be placed on a schedule to be fully updated on a five year basis. Depending on grant opportunities and fiscal resources, mitigation projects may be implemented independently by individual communities or through local partnerships.

During the five year cycle, the committee will review Moultrie County's goals and objectives to determine their relevance to changing situations in the county. In addition, state and federal guidelines will be reviewed to ensure they are addressing current and expected conditions. The committee will also review the risk assessment portion of the plan to determine if this information should be updated or modified. The parties responsible for the various implementation actions will report on the status of their projects and will include which implementation processes work well.

Continued public involvement is critical to the successful implementation of the plan. Comment from the public on the Hazard Mitigation Plan will be received by the EMA director and forwarded to the steering committee for discussion. Education efforts for hazard mitigation will be ongoing through the county EMA. The public will be notified of any planning meetings concerning the plan. This plan, once adopted, will be maintained in the County EMA office as well as each participating jurisdiction.

ATTACHMENT A:
CRITICAL FACILITIES MAPS

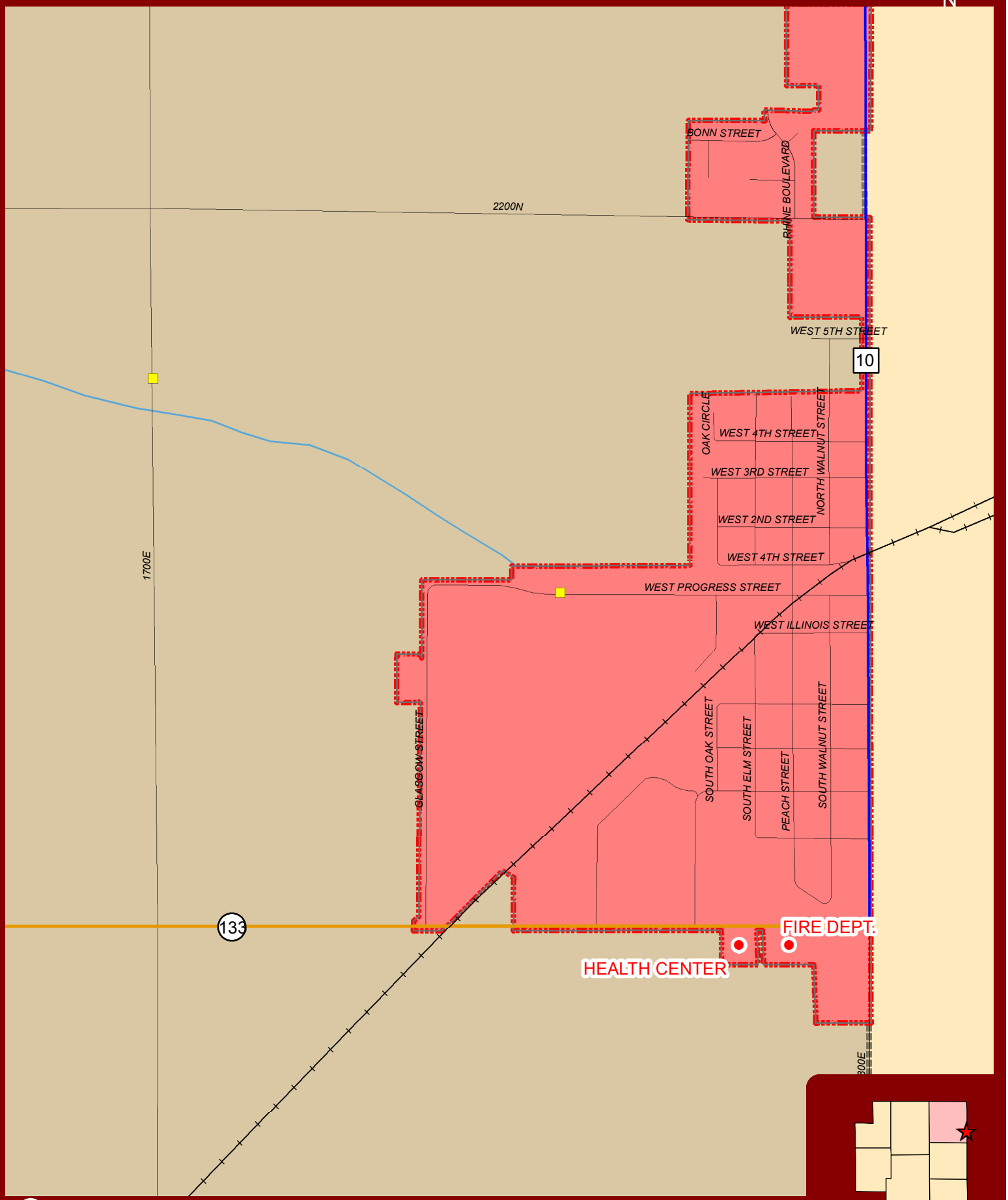
Moultrie Critical Facilities - Allenville



Critical Facilities
Bridges
Rivers & Streams
Railroads
Petroleum Pipeline
Natural Gas Pipeline
Crude Oil Pipeline

Moultrie Co. Townships

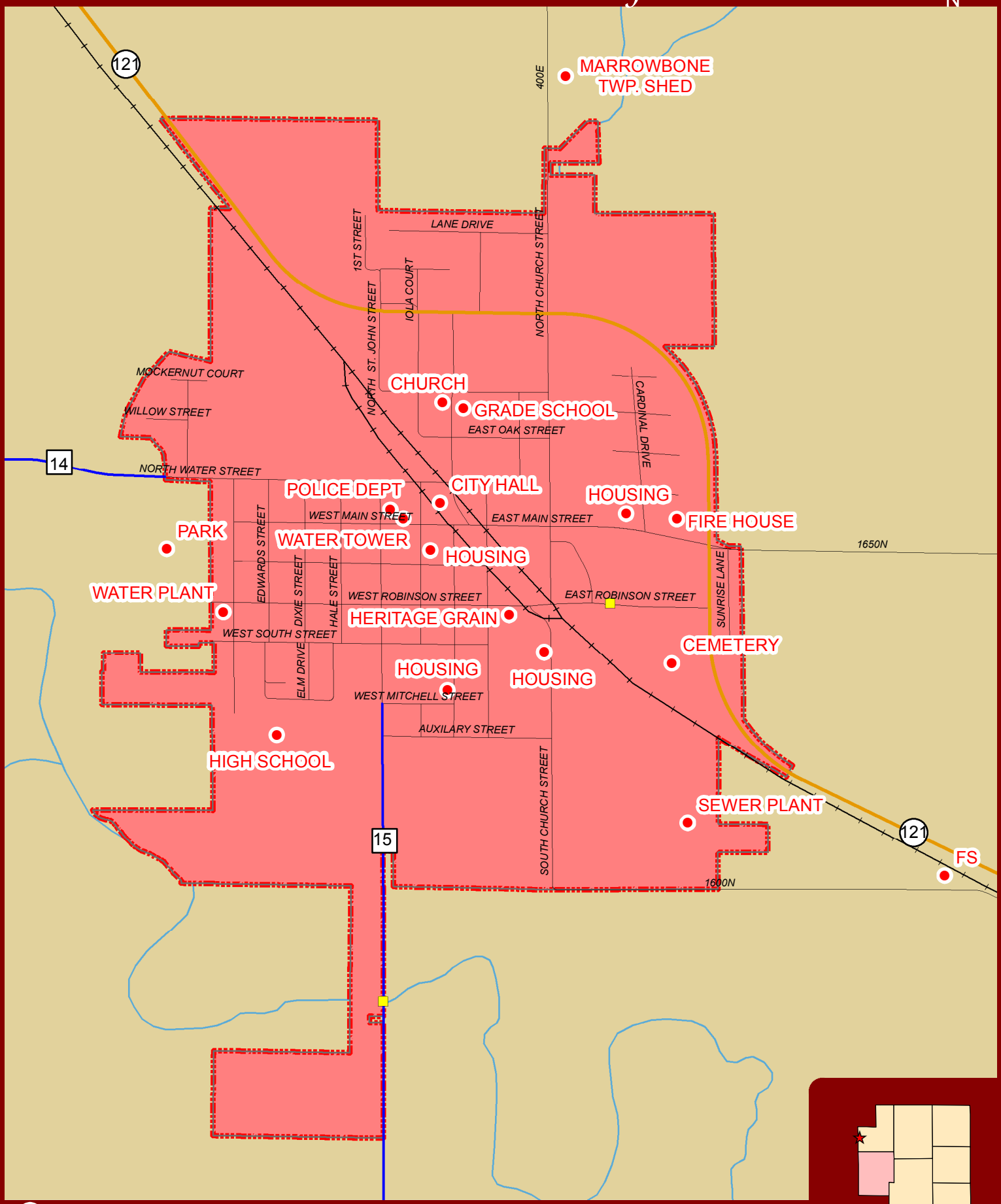
Moultrie Critical Facilities - Arthur



Critical Facilities
Bridges
Rivers & Streams
Railroads
Petroleum Pipeline
Natural Gas Pipeline
Crude Oil Pipeline

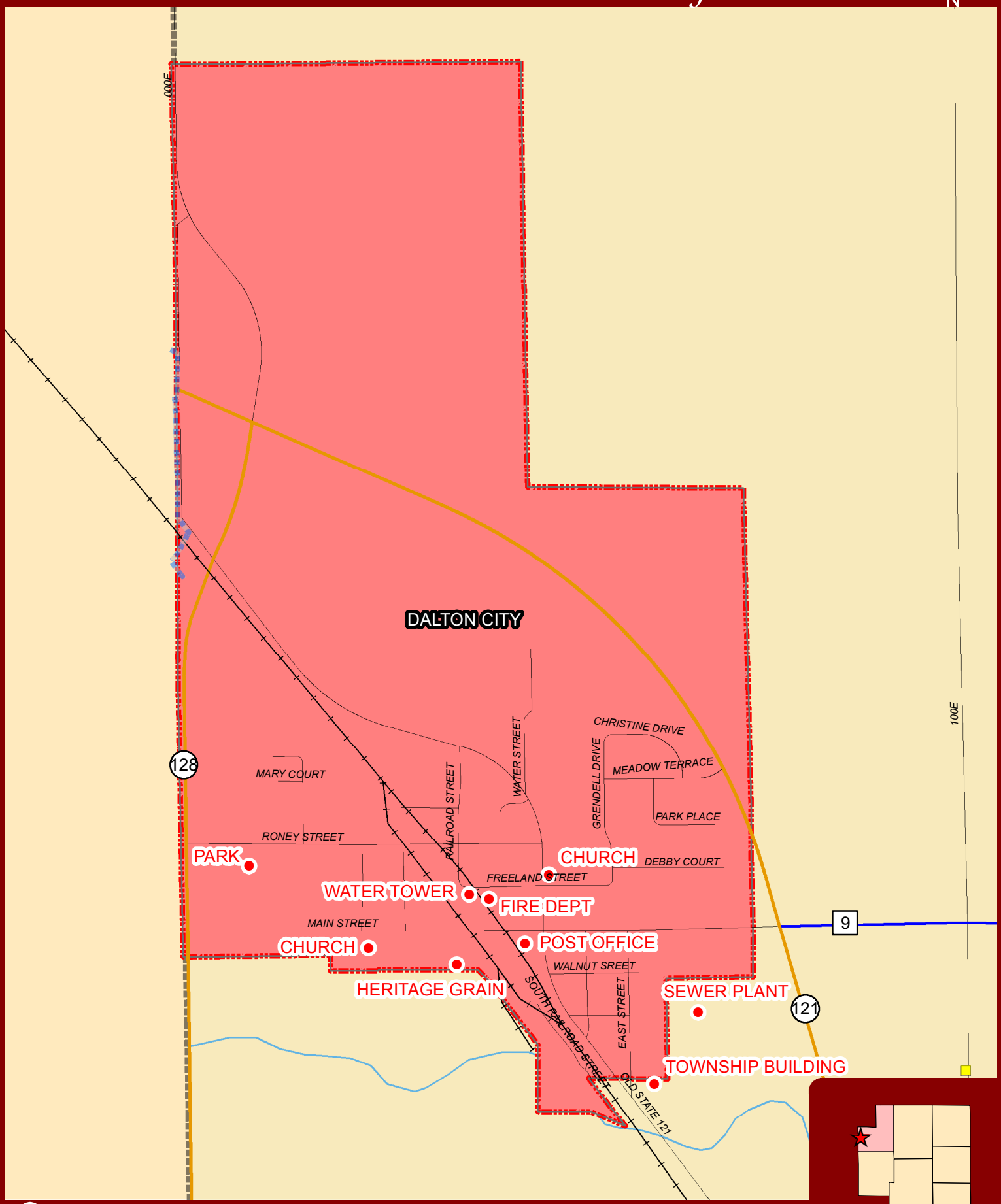
Moultrie Co. Townships

Moultrie Critical Facilities - Bethany

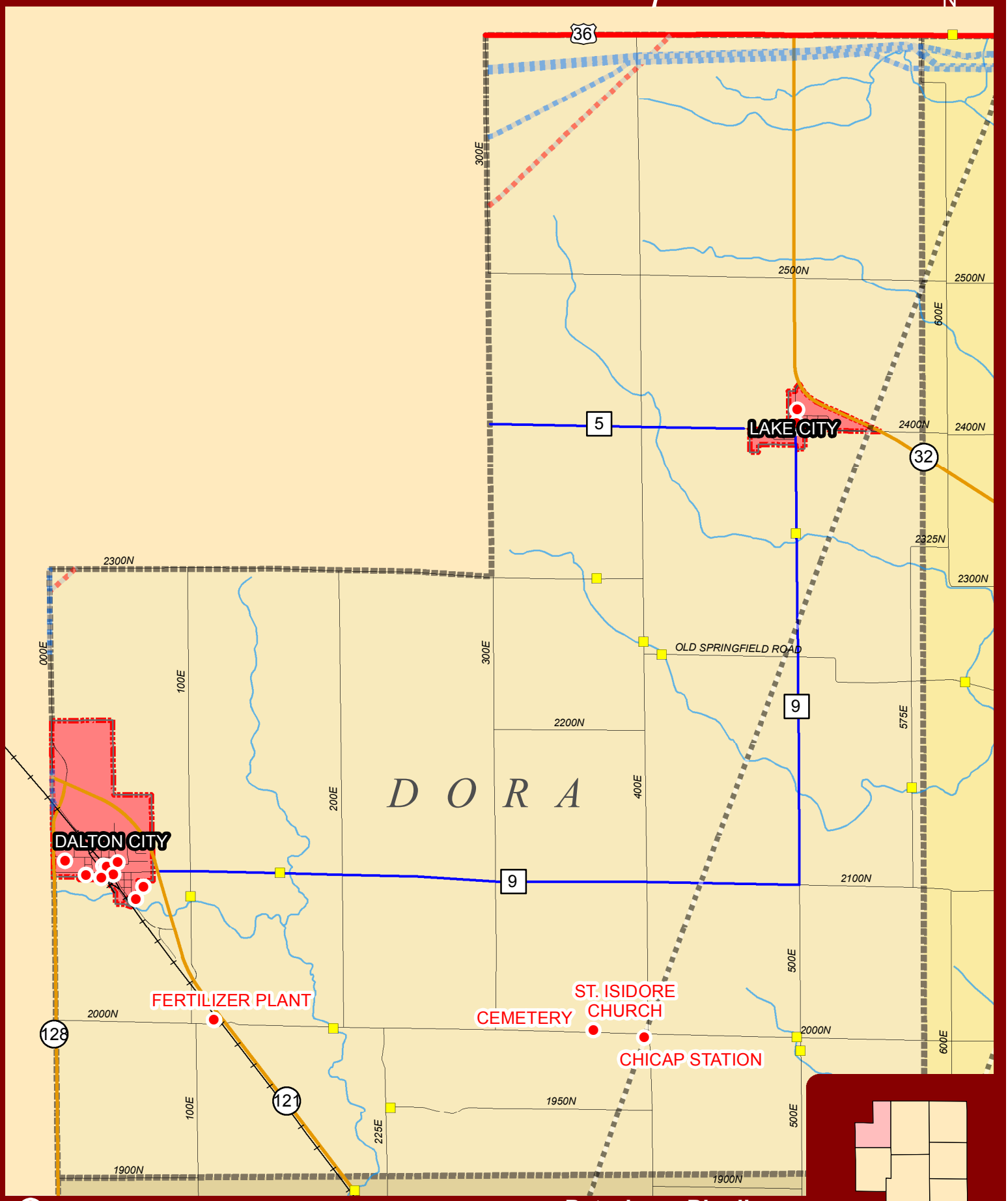


Critical Facilities
Bridges
Rivers & Streams
Railroads
Petroleum Pipeline
Natural Gas Pipeline
Crude Oil Pipeline
Moultrie Co. Townships

Moultrie Critical Facilities - Dalton City



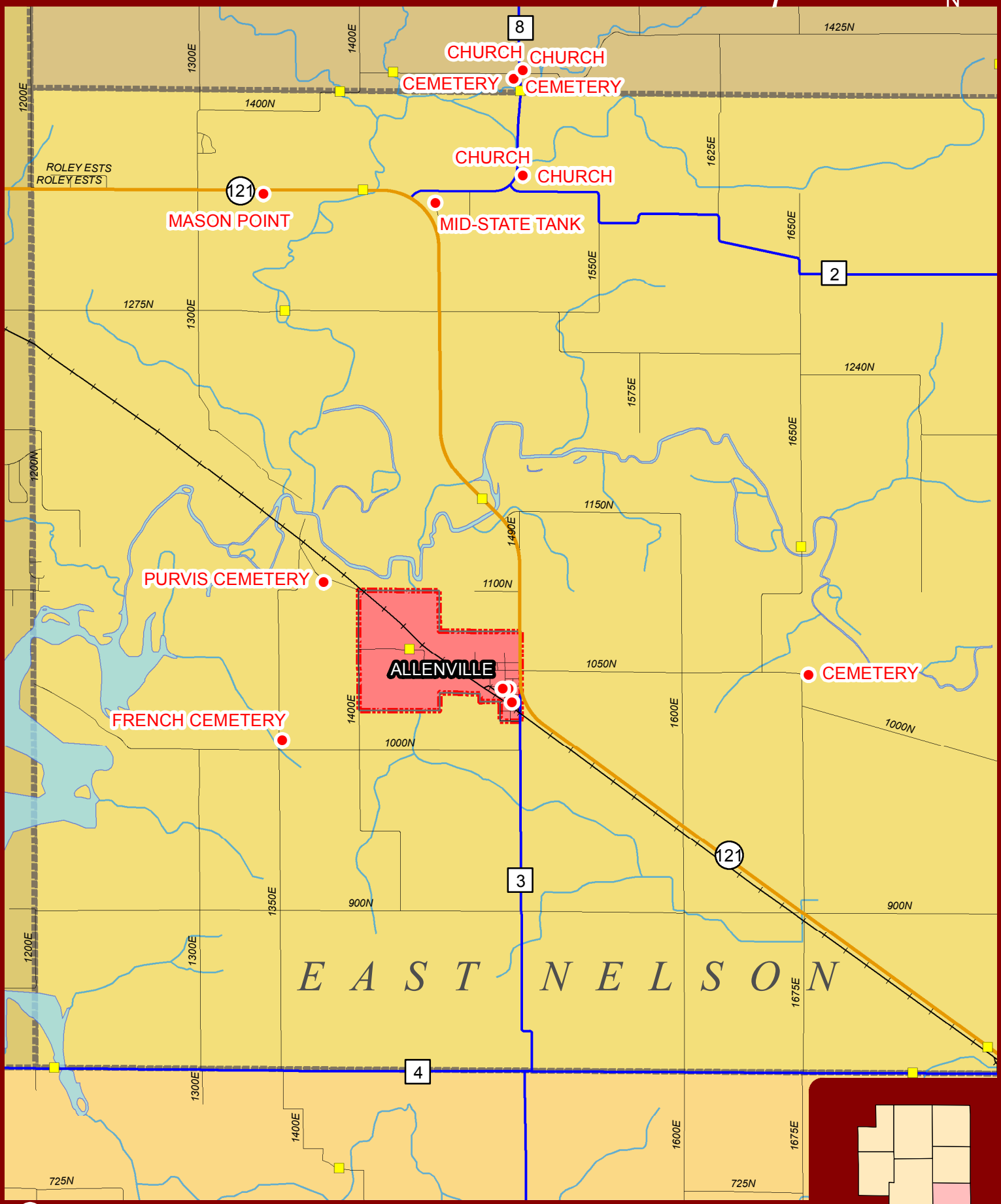
Moultrie Critical Facilities - Dora Twp.



Critical Facilities
Bridges
Rivers & Streams
Railroads
Petroleum Pipeline
Natural Gas Pipeline
Crude Oil Pipeline

Moultrie Co. Townships

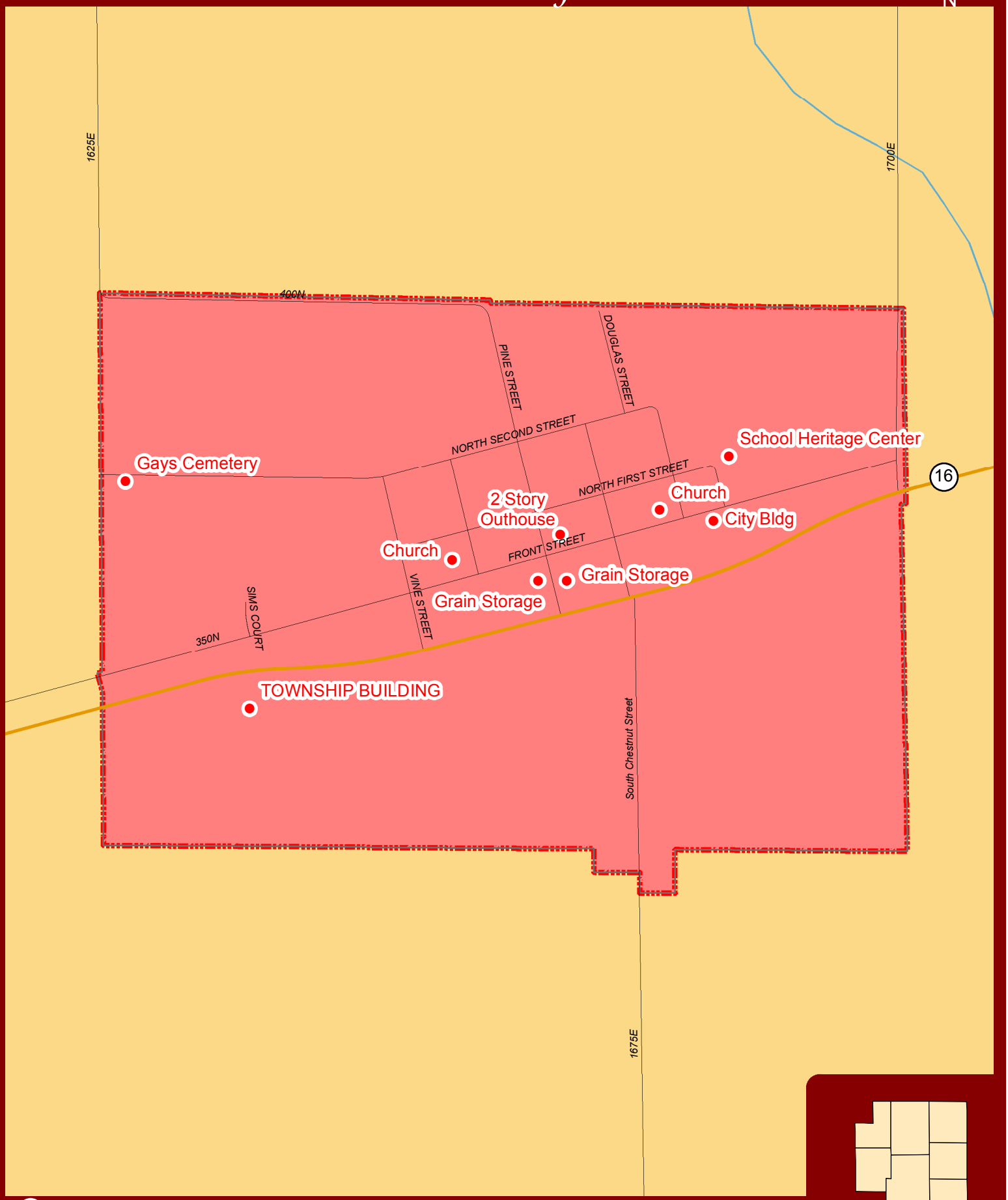
Moultrie Critical Facilities - East Nelson Twp.



Critical Facilities
Bridges
Rivers & Streams
Railroads
Petroleum Pipeline
Natural Gas Pipeline
Crude Oil Pipeline

Moultrie Co. Townships

Moultrie Critical Facilities - Gays



Critical Facilities
Bridges
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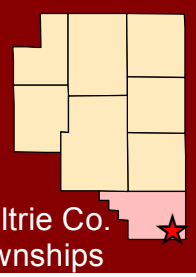
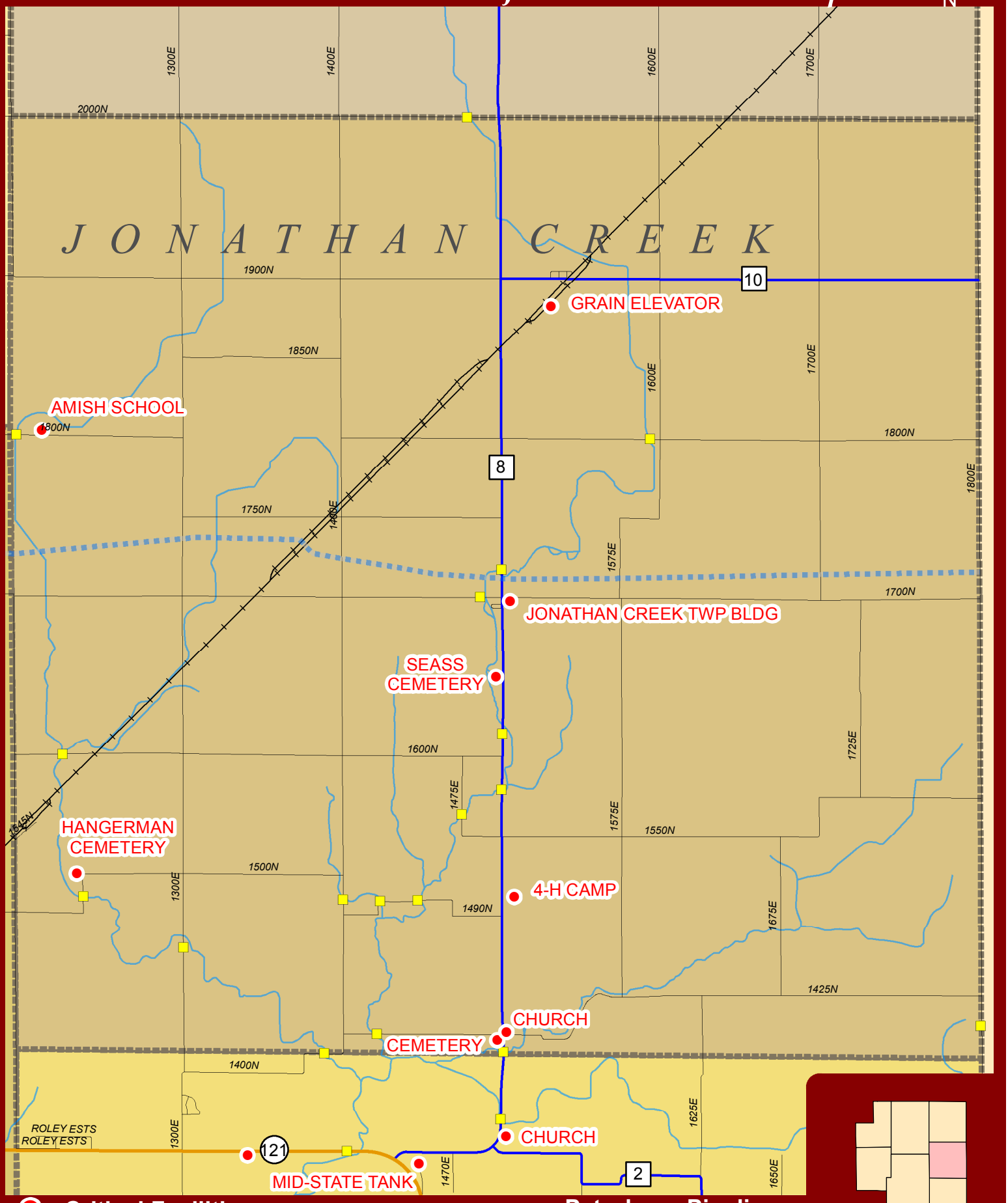
Natural Gas Pipeline
Crude Oil Pipeline



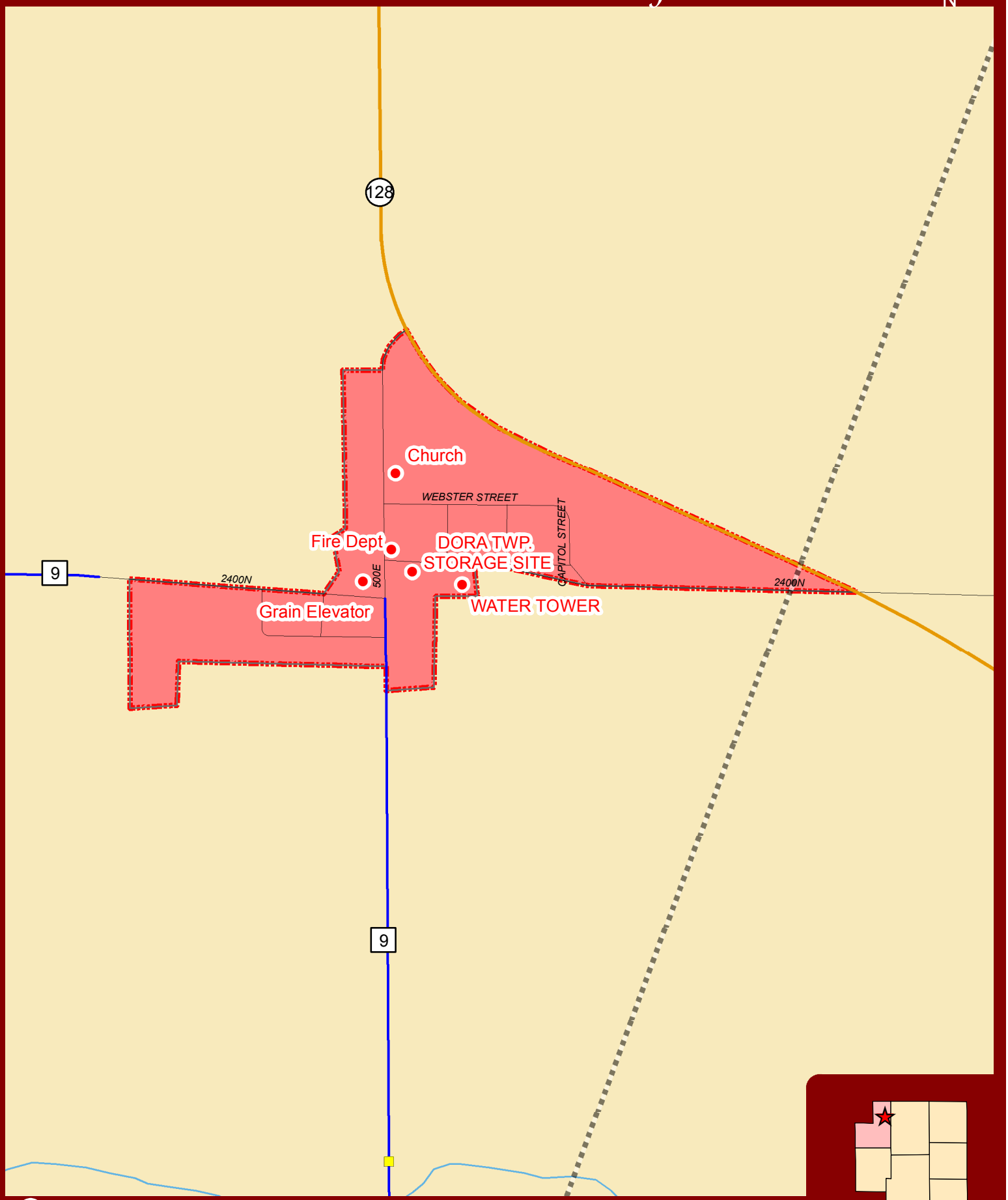
Moultrie Co. Townships

Moultrie Critical Facilities - Jonathan Creek Twp.

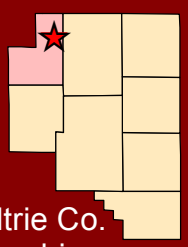


Critical Facilities
Bridges
Rivers & Streams
Railroads
Petroleum Pipeline
Natural Gas Pipeline
Crude Oil Pipeline
Moultrie Co. Townships

Moultrie Critical Facilities - Lake City

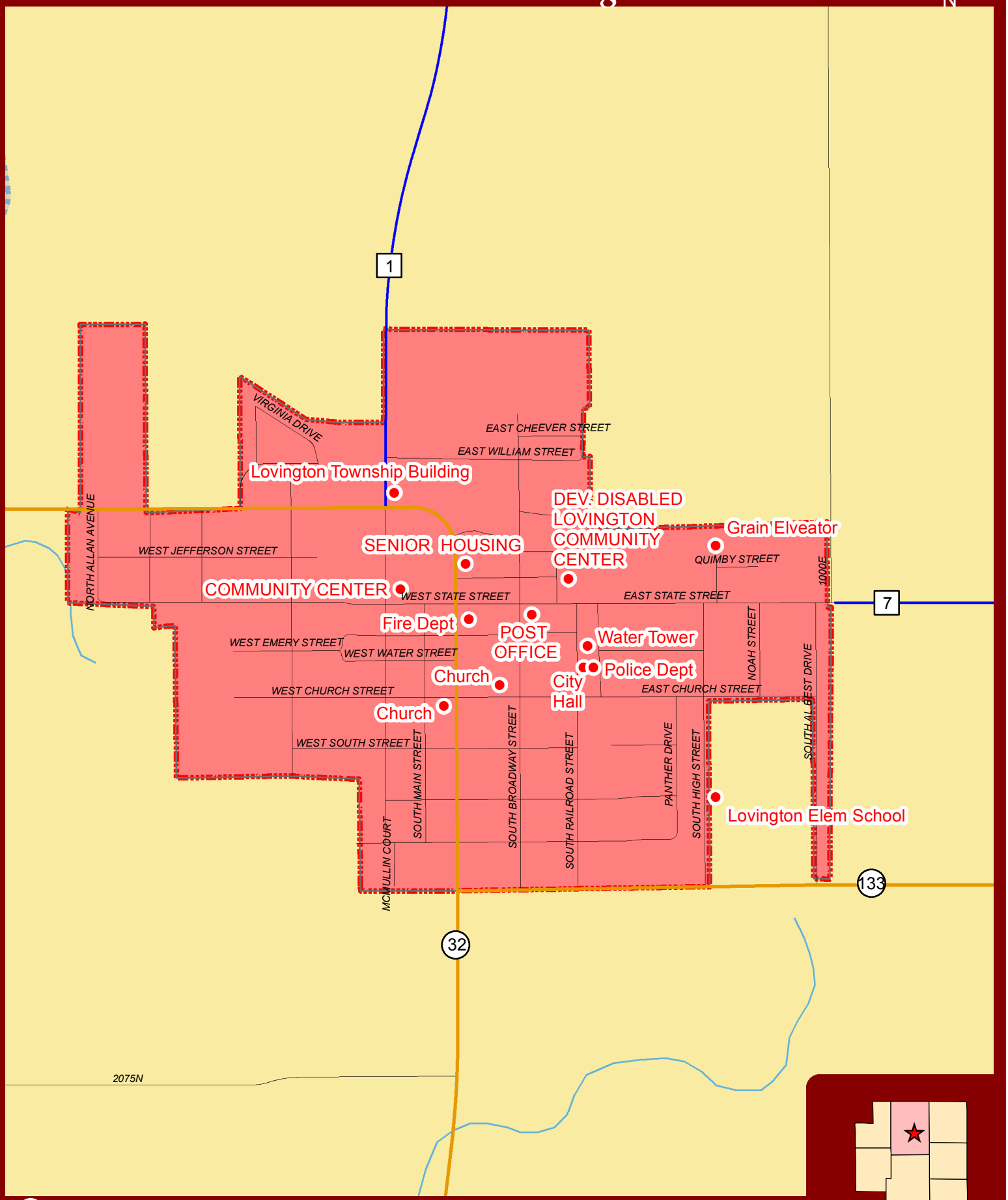


Critical Facilities
Bridges
Rivers & Streams
Railroads
Petroleum Pipeline
Natural Gas Pipeline
Crude Oil Pipeline

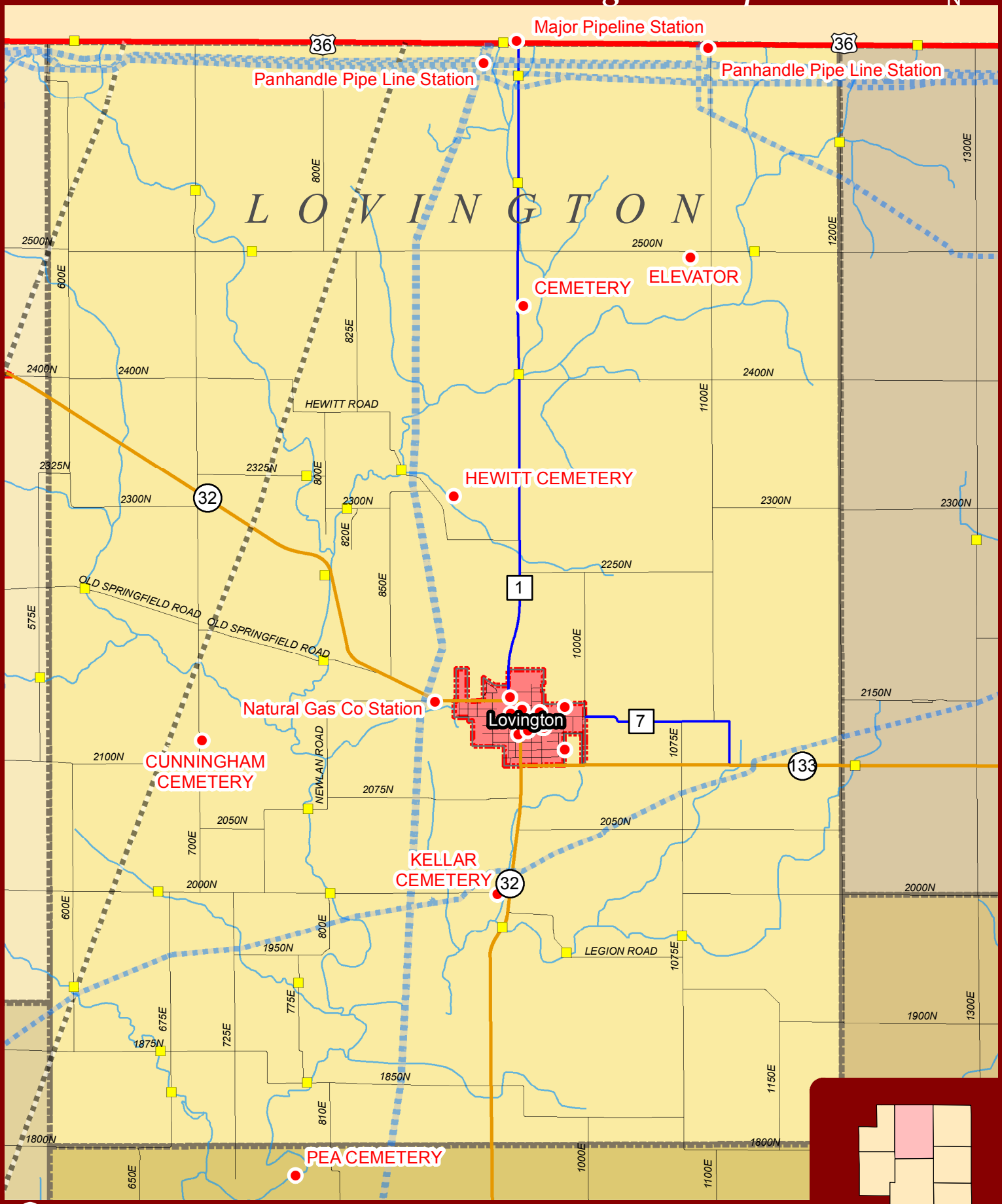


Moultrie Co. Townships

Moultrie Critical Facilities - Lovington

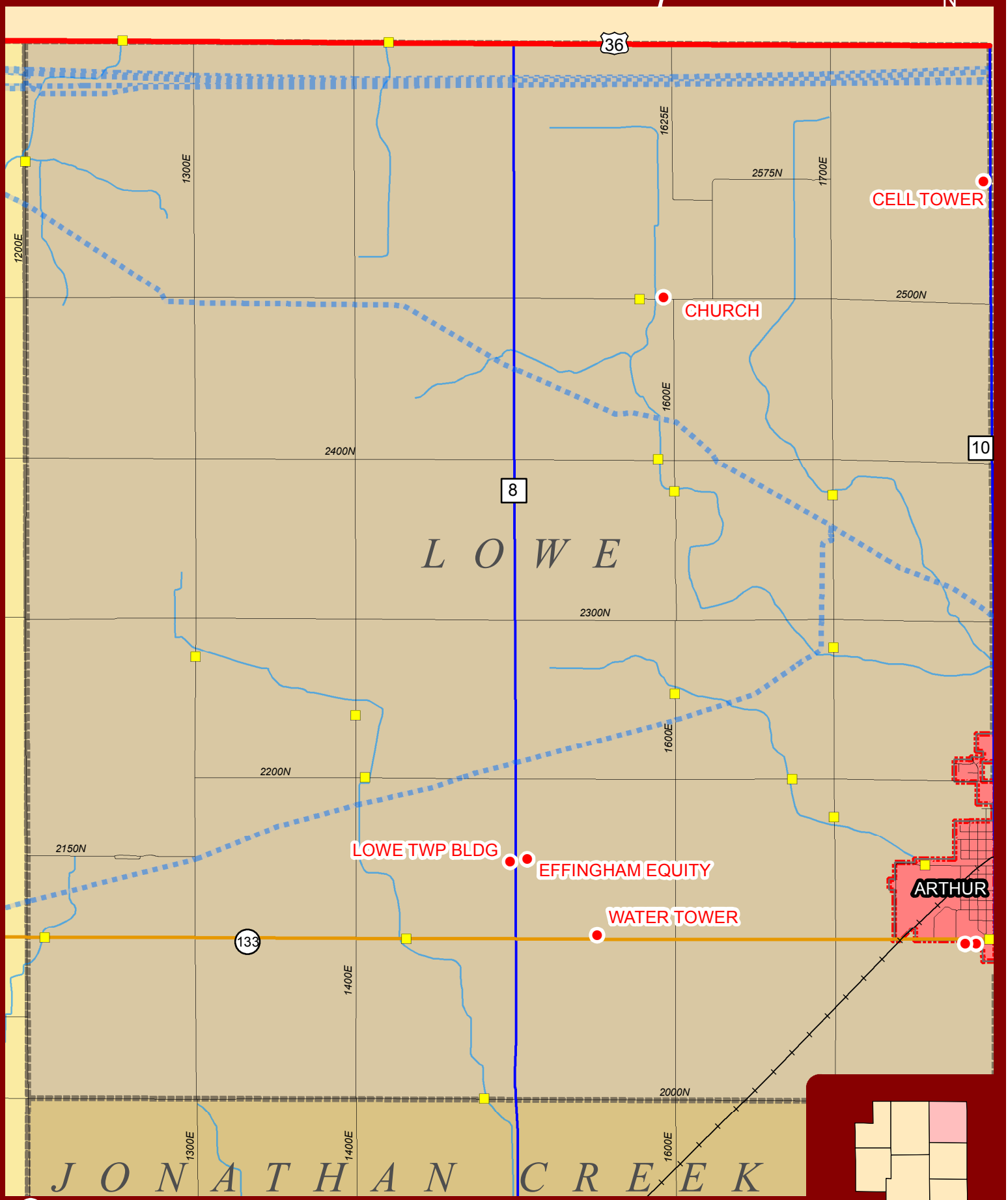


Moultrie Critical Facilities - Lovington Twp.



Critical Facilities
Bridges
Rivers & Streams
Railroads
Petroleum Pipeline
Natural Gas Pipeline
Crude Oil Pipeline
Moultrie Co. Townships

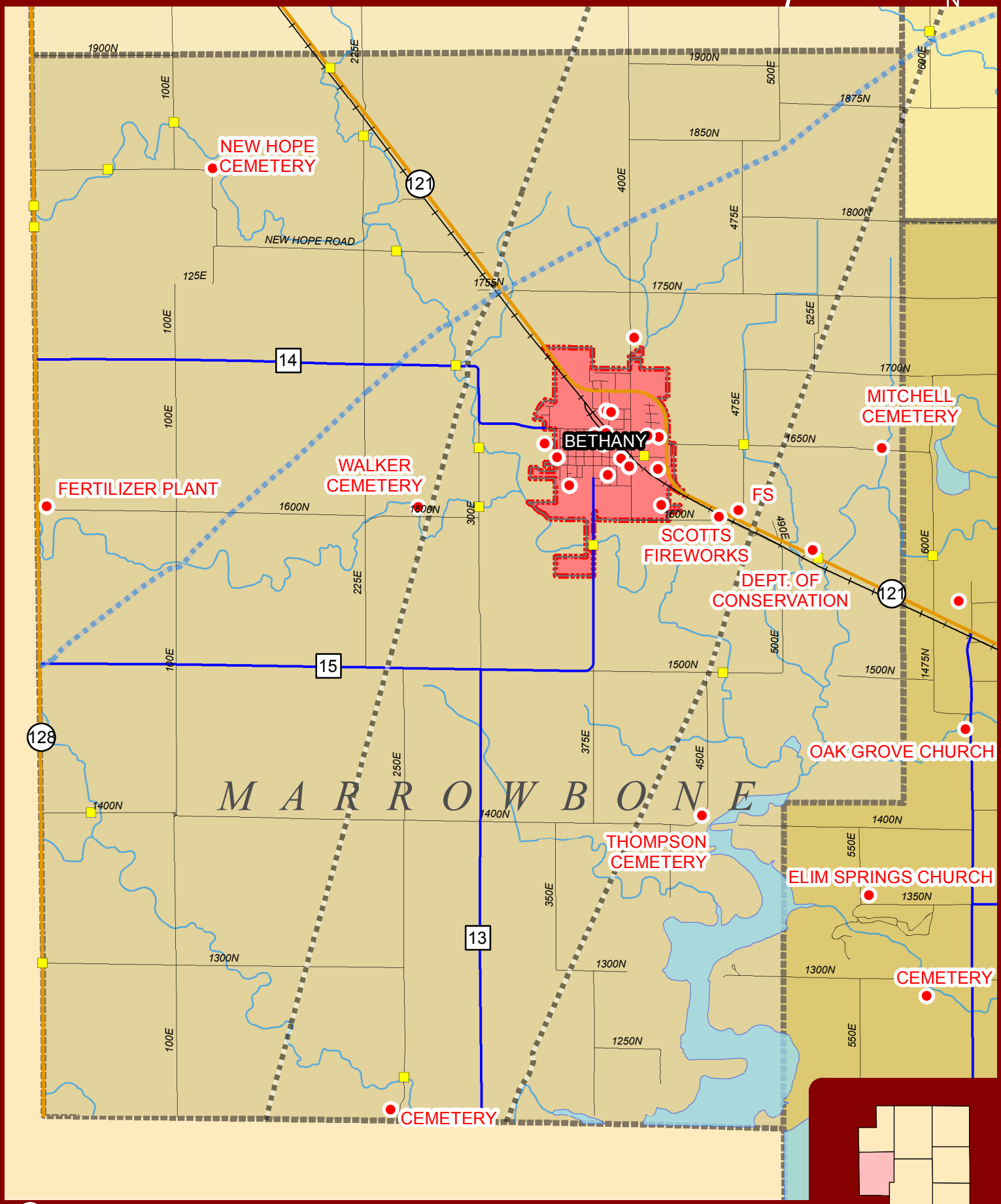
Moultrie Critical Facilities - Lowe Twp.



Critical Facilities
Bridges
Rivers & Streams
Railroads
Petroleum Pipeline
Natural Gas Pipeline
Crude Oil Pipeline

Moultrie Co. Townships

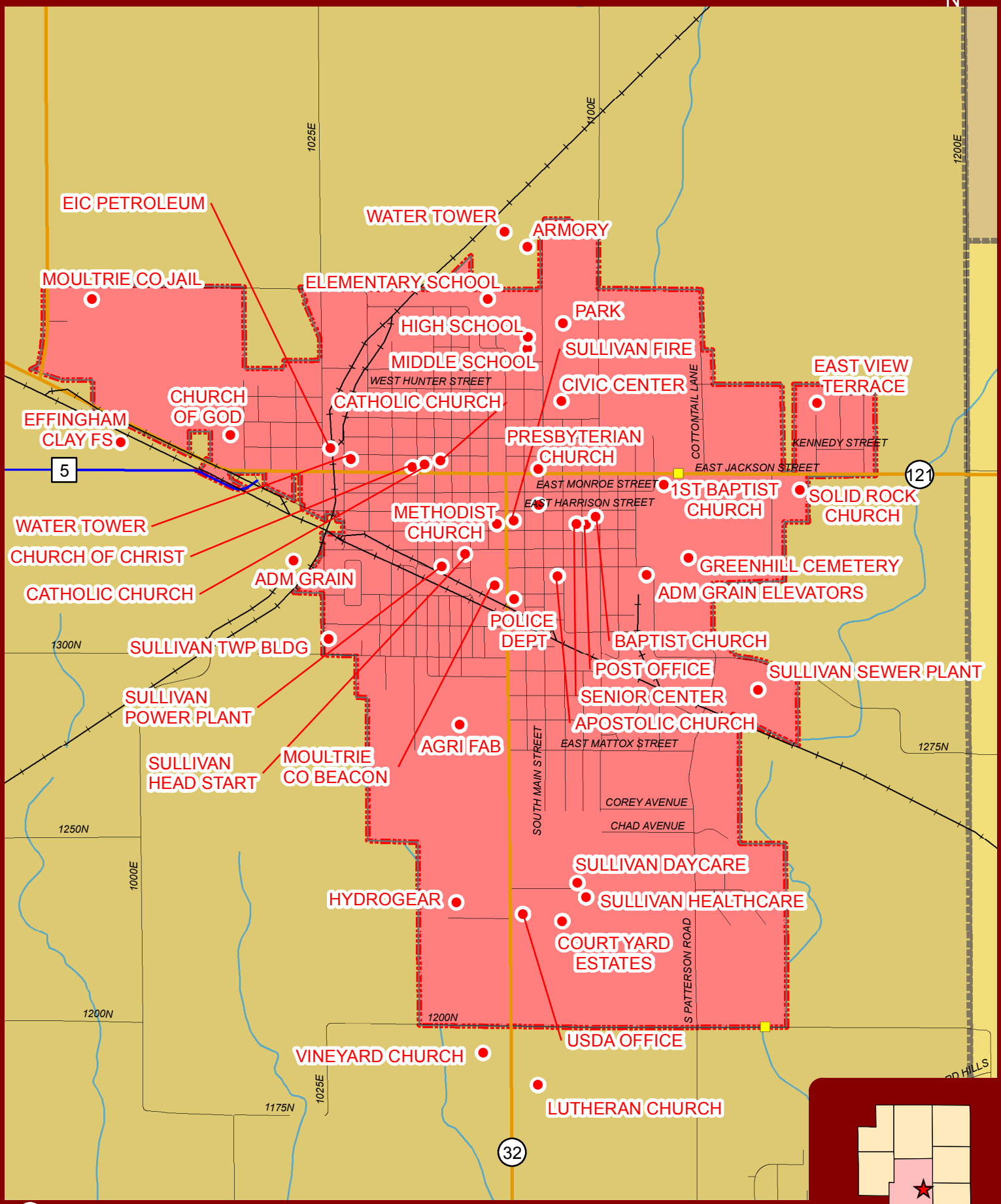
Moultrie Critical Facilities - Marrowbone Twp.



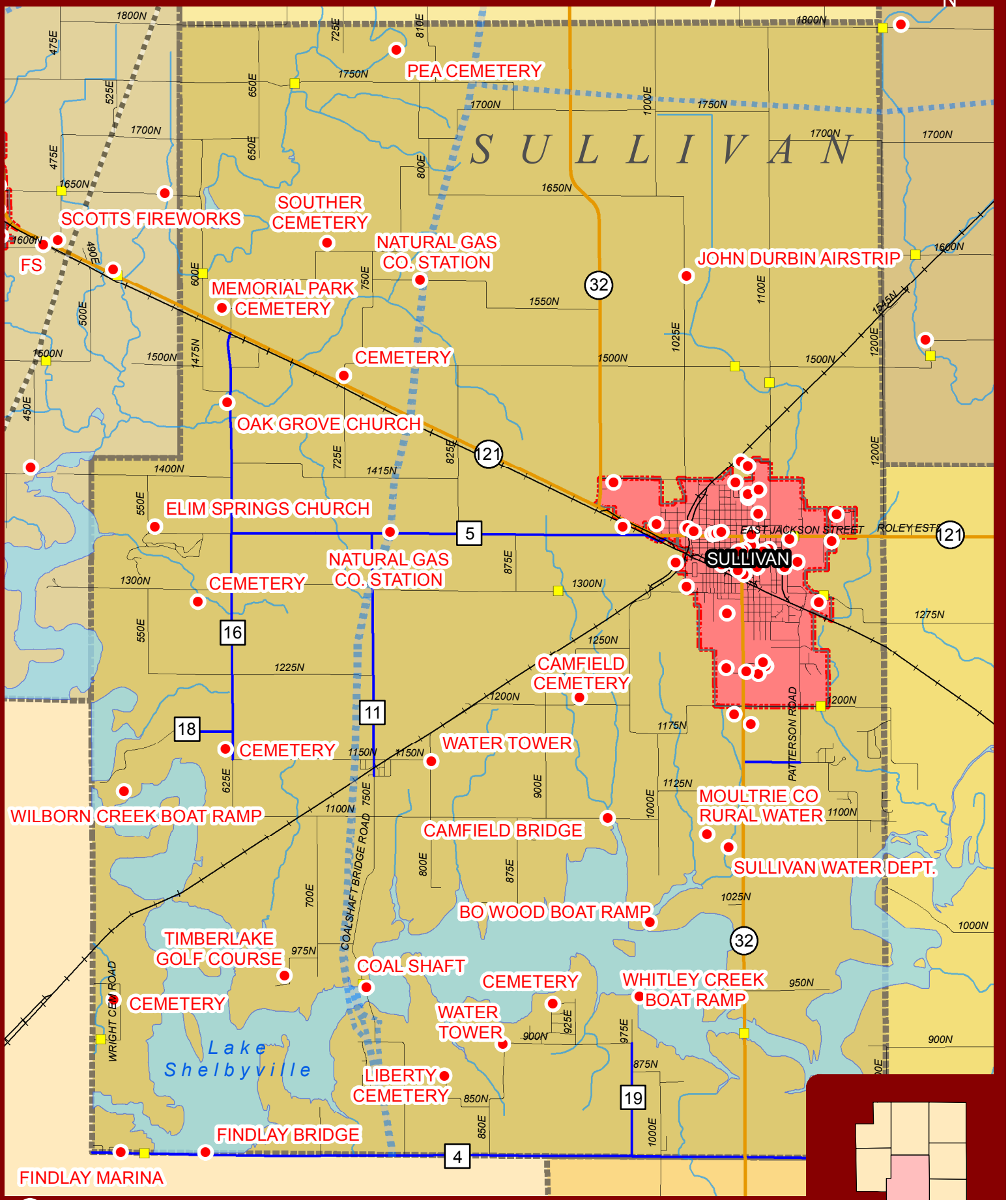
Critical Facilities
Bridges
Rivers & Streams
Railroads
Petroleum Pipeline
Natural Gas Pipeline
Crude Oil Pipeline

Moultrie Co. Townships

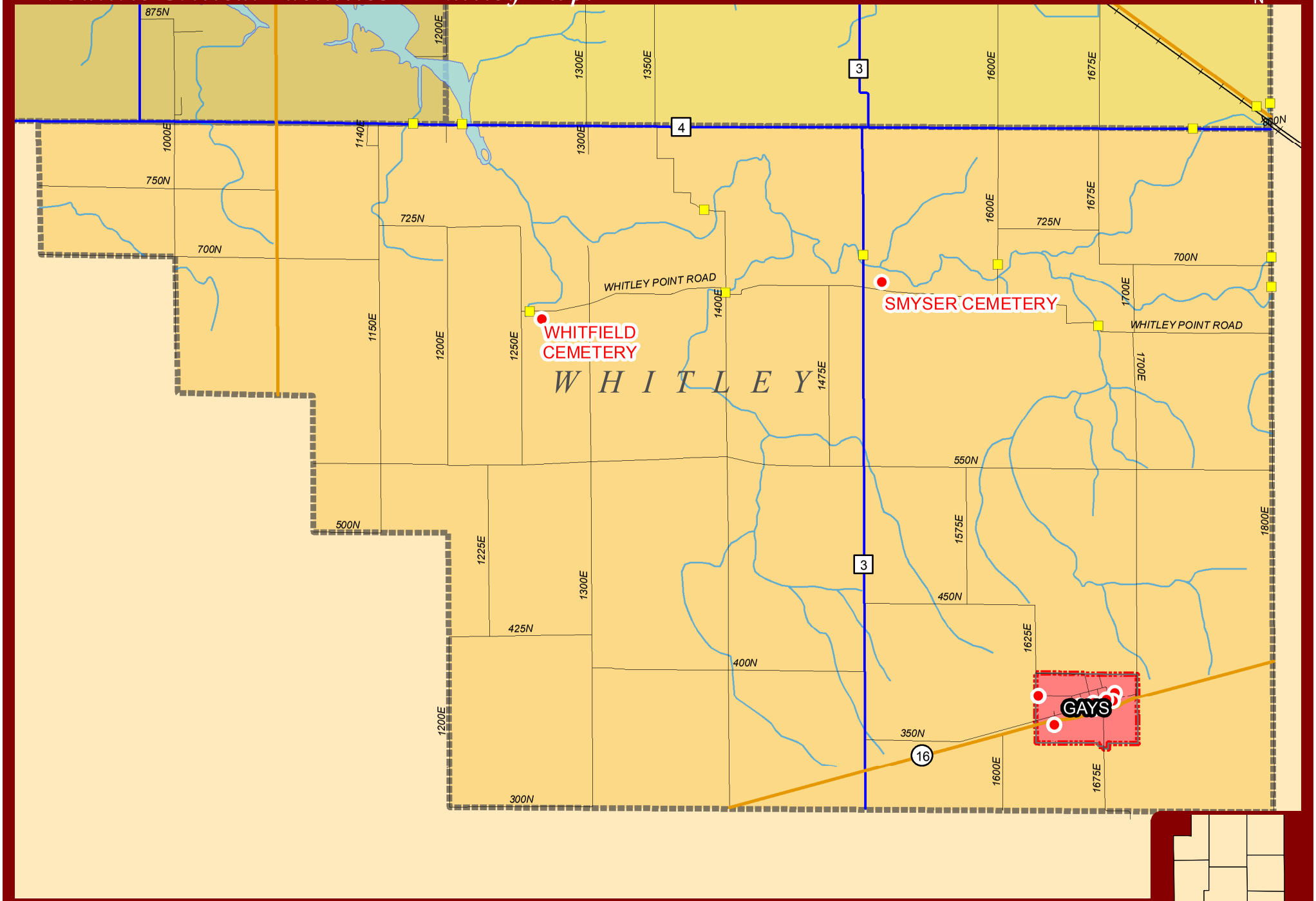
Moultrie Critical Facilities - Sullivan



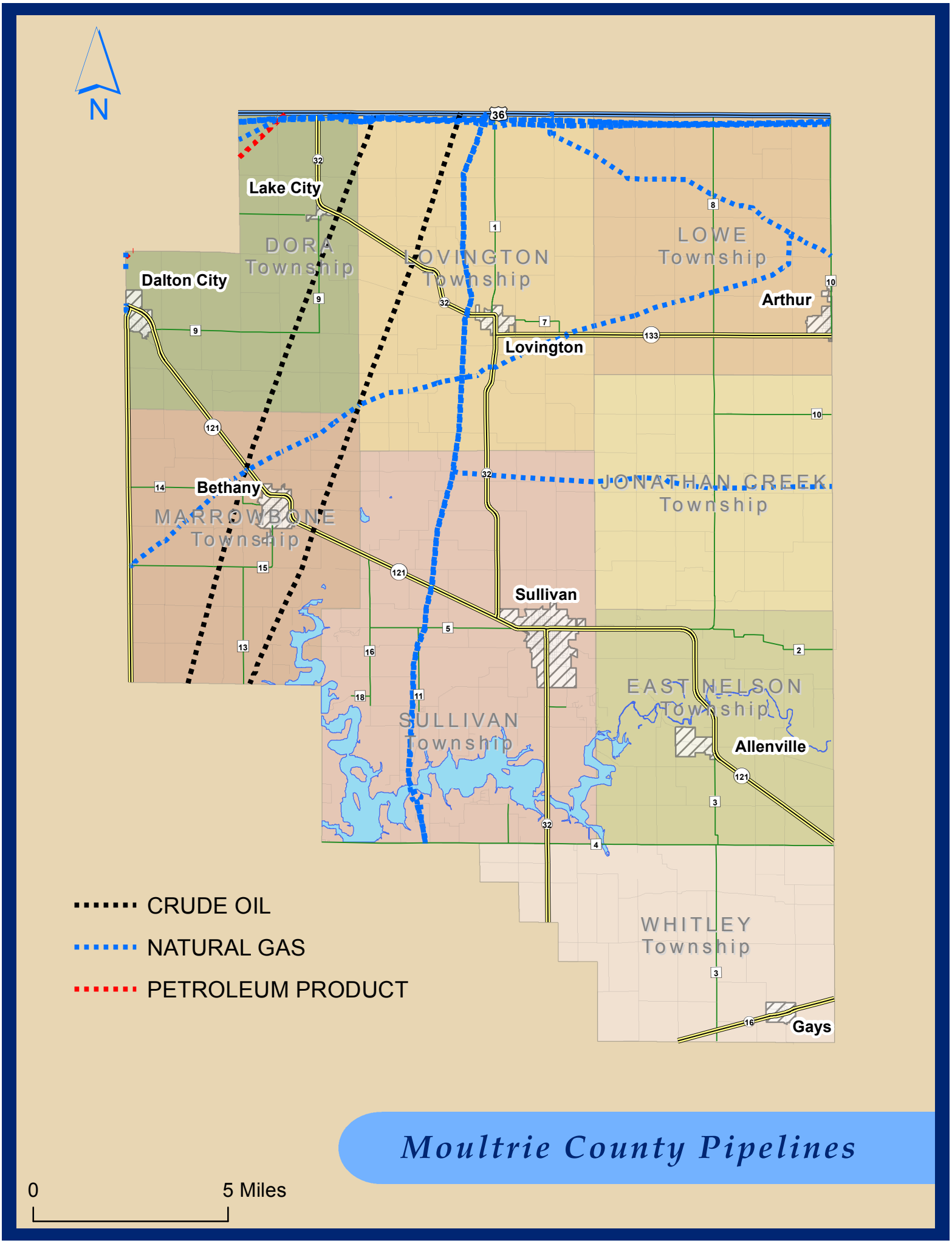
Moultrie Critical Facilities - Sullivan Twp.



Moultrie Critical Facilities - Whitley Twp.

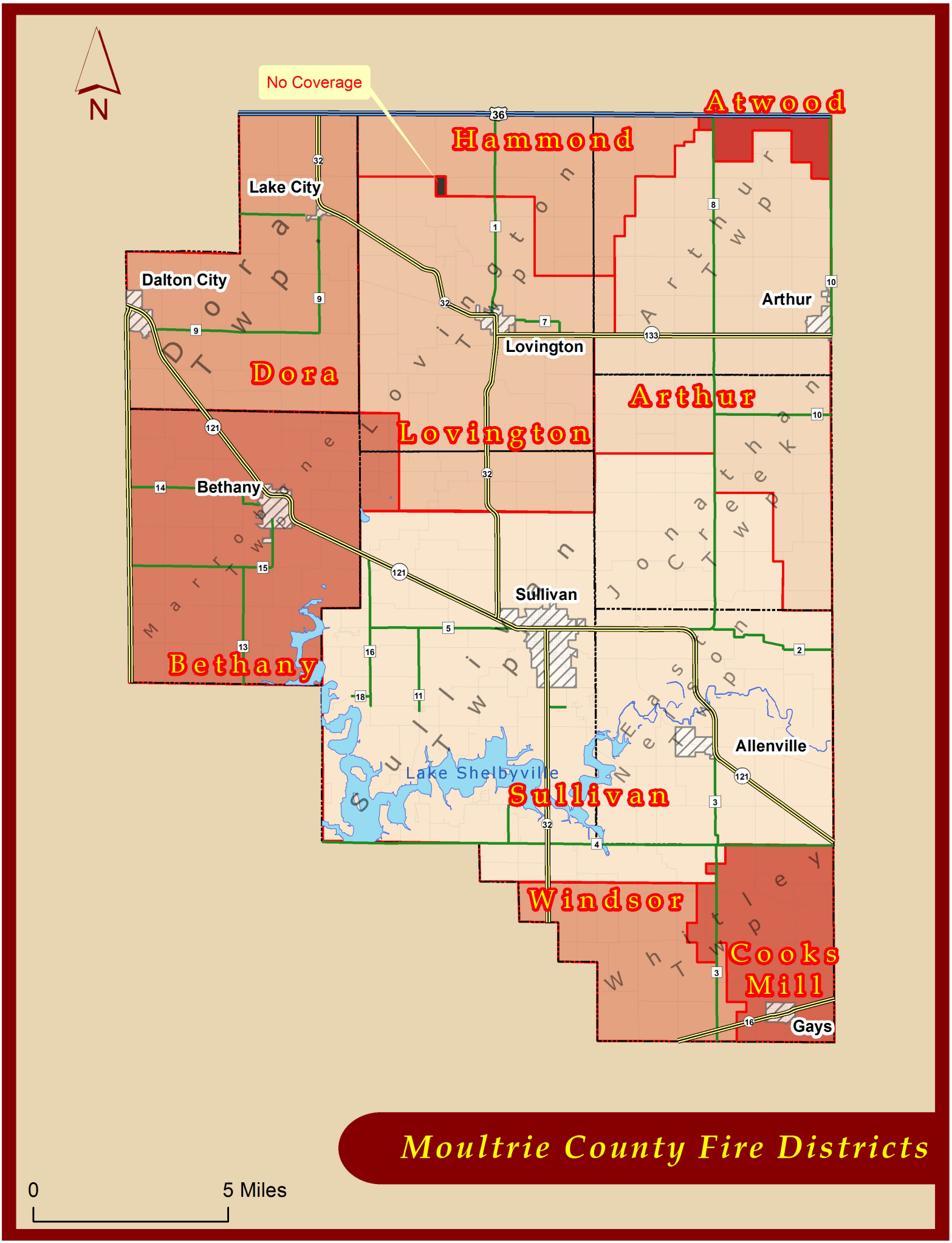


ATTACHMENT A-1:
PIPELINE MAP



Moultrie County Pipelines

ATTACHMENT A-2:
FIRE DISTRICT MAP

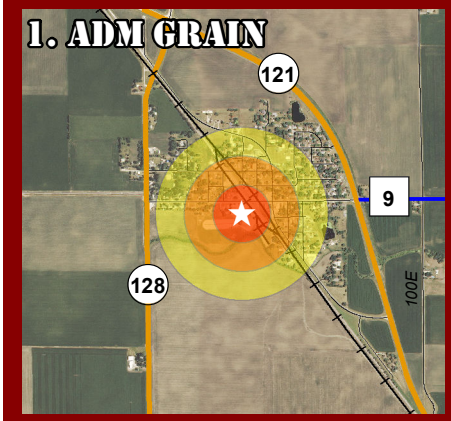


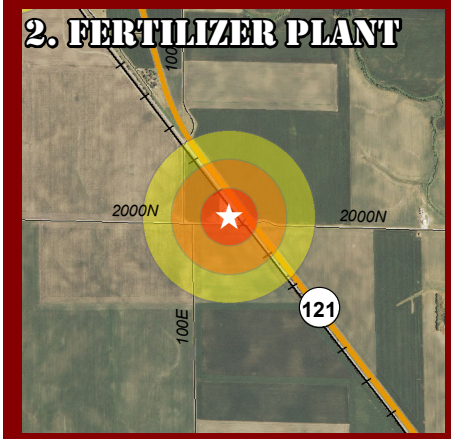
Moultrie County Fire Districts

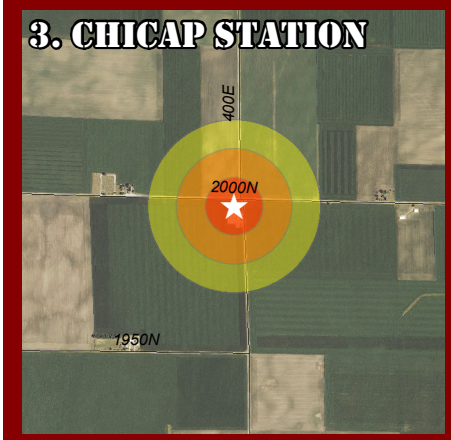
ATTACHMENT A-3: HAZARDOUS IMPACT ZONES

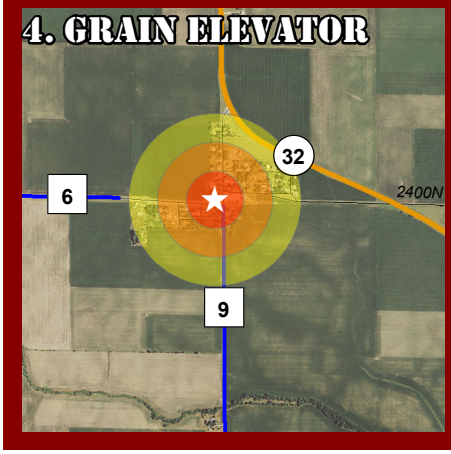
DORA TOWNSHIP

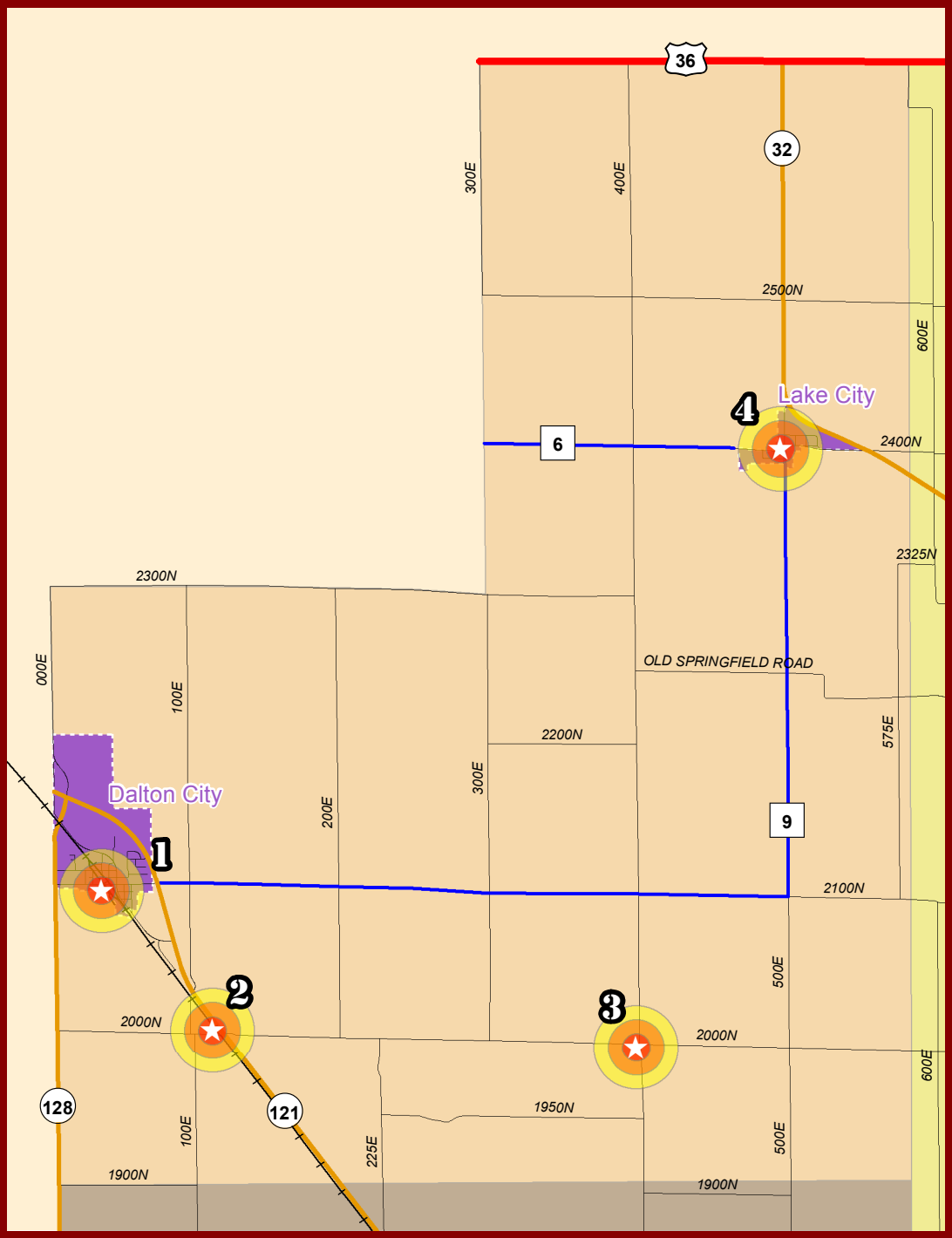
HAZARDOUS IMPACT ZONES







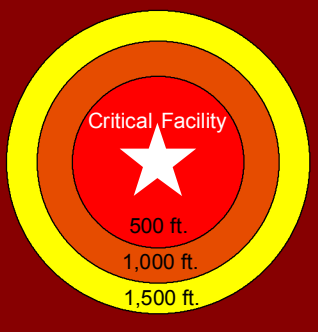




Legend

- Railroads
- US Highways
- State Highways
- County Highways
- Roads

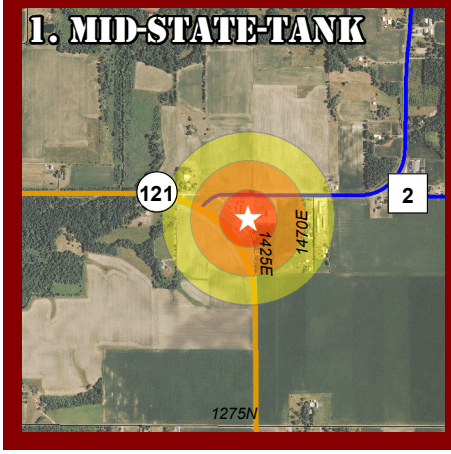
BUFFER DISTANCE



EAST NELSON TOWNSHIP

HAZARDOUS IMPACT ZONES

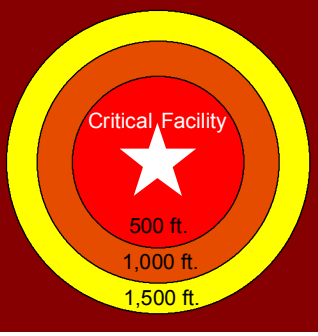
1400N
1300E
1200E
ROLEY ESTS
1
1425E
1470E
1625E
1800E
1650E
not moultrie
2
1550E
1275N
1240N
1575E
121
1150N
1490E
Allenville
1100N
1050N
1400E
1600E
1000N
1350E
1675E
900N
3
1200N



Legend

- Railroads
- US Highways
- State Highways
- County Highways
- Roads

BUFFER DISTANCE



JONATHAN CREEK TOWNSHIP

HAZARDOUS IMPACT ZONES

1200E
1300E
1400E
2000N
1700E
0
1900N
1300E
1600E
10
1850N
1
1700E
1800N
1800N
1750N
1400E
1575E
1700N
1700N
1800E
1600N
1725E
1475E
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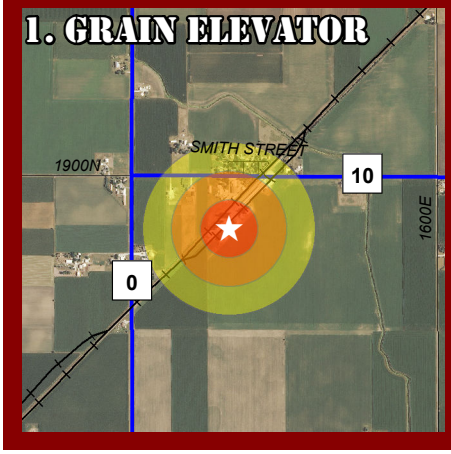
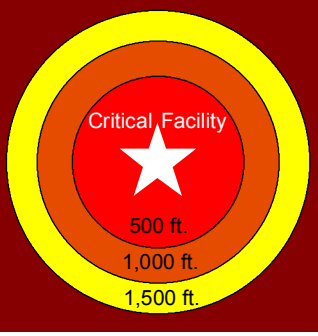
1200E
1500N
1490N
1675E
1200E
1425N
1625E
1400N



Legend

- Railroads
- US Highways
- State Highways
- County Highways
- Roads

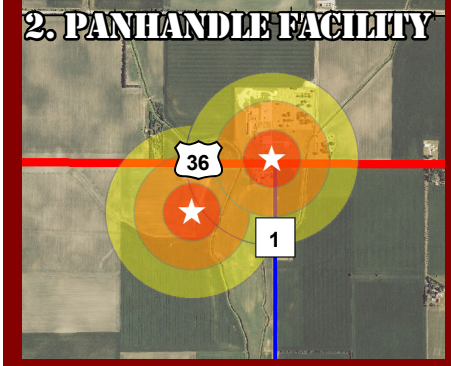
BUFFER DISTANCE



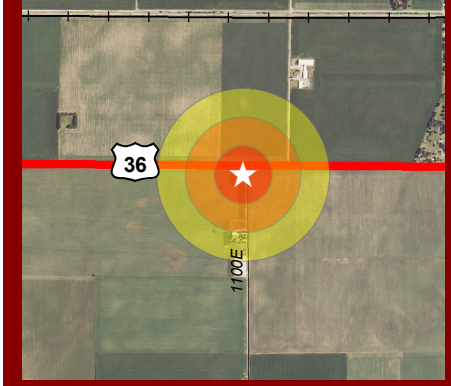
LOVINGTON TOWNSHIP

HAZARDOUS IMPACT ZONES

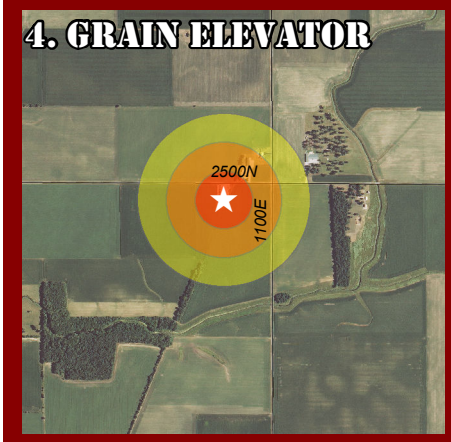
1. PANHANDLE STATION
2. PANHANDLE FACILITY



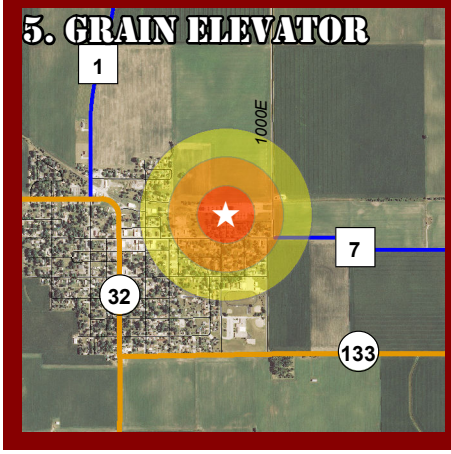
3. PANHANDLE STATION



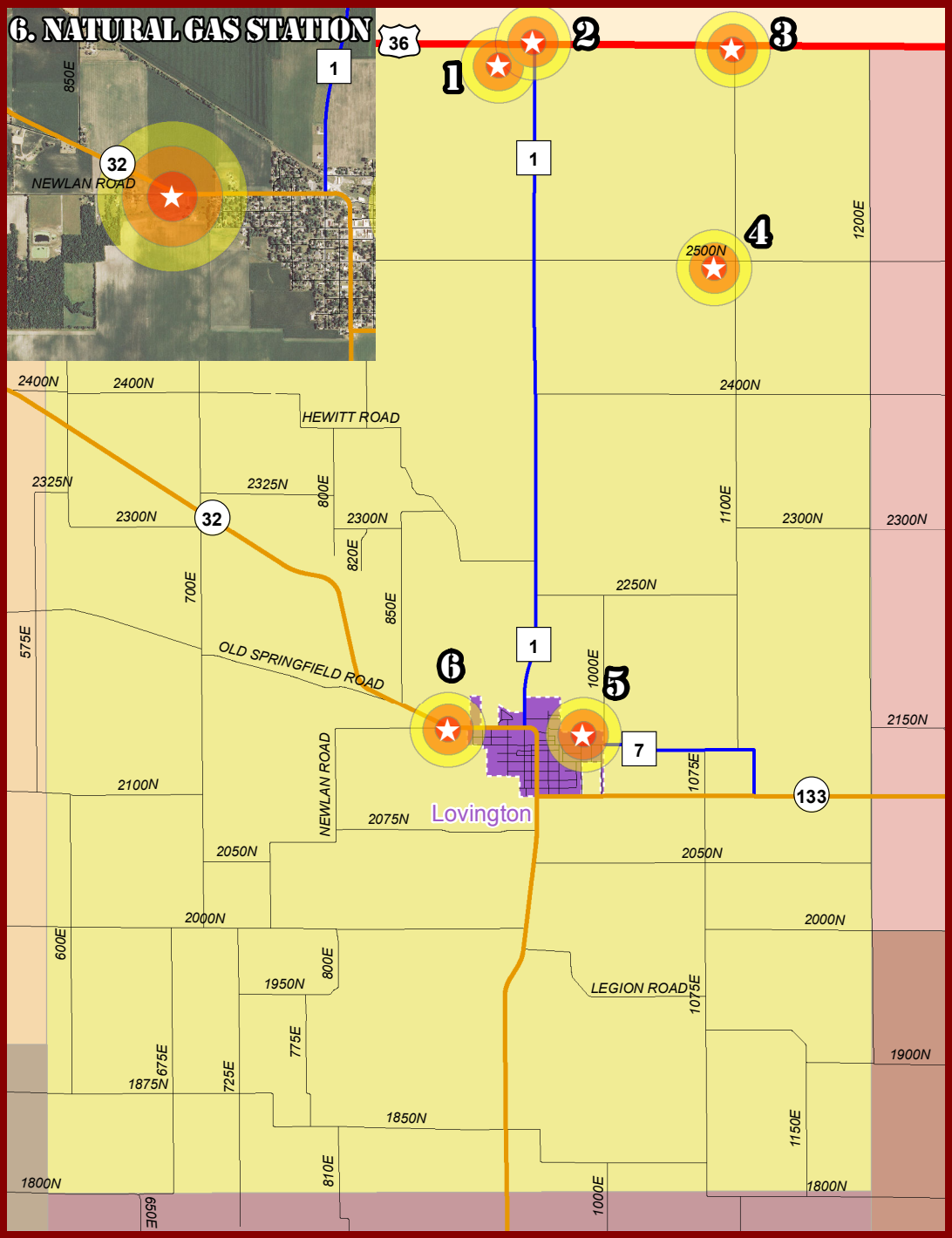
4. GRAIN ELEVATOR



5. GRAIN ELEVATOR



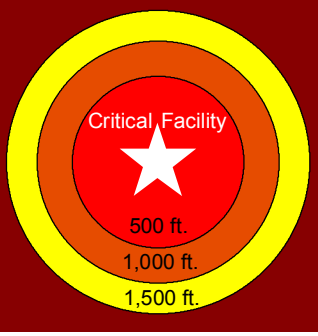
6. NATURAL GAS STATION



Legend

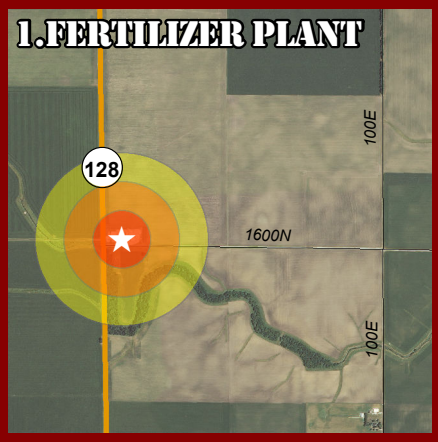
- Railroads
- US Highways
- State Highways
- County Highways
- Roads

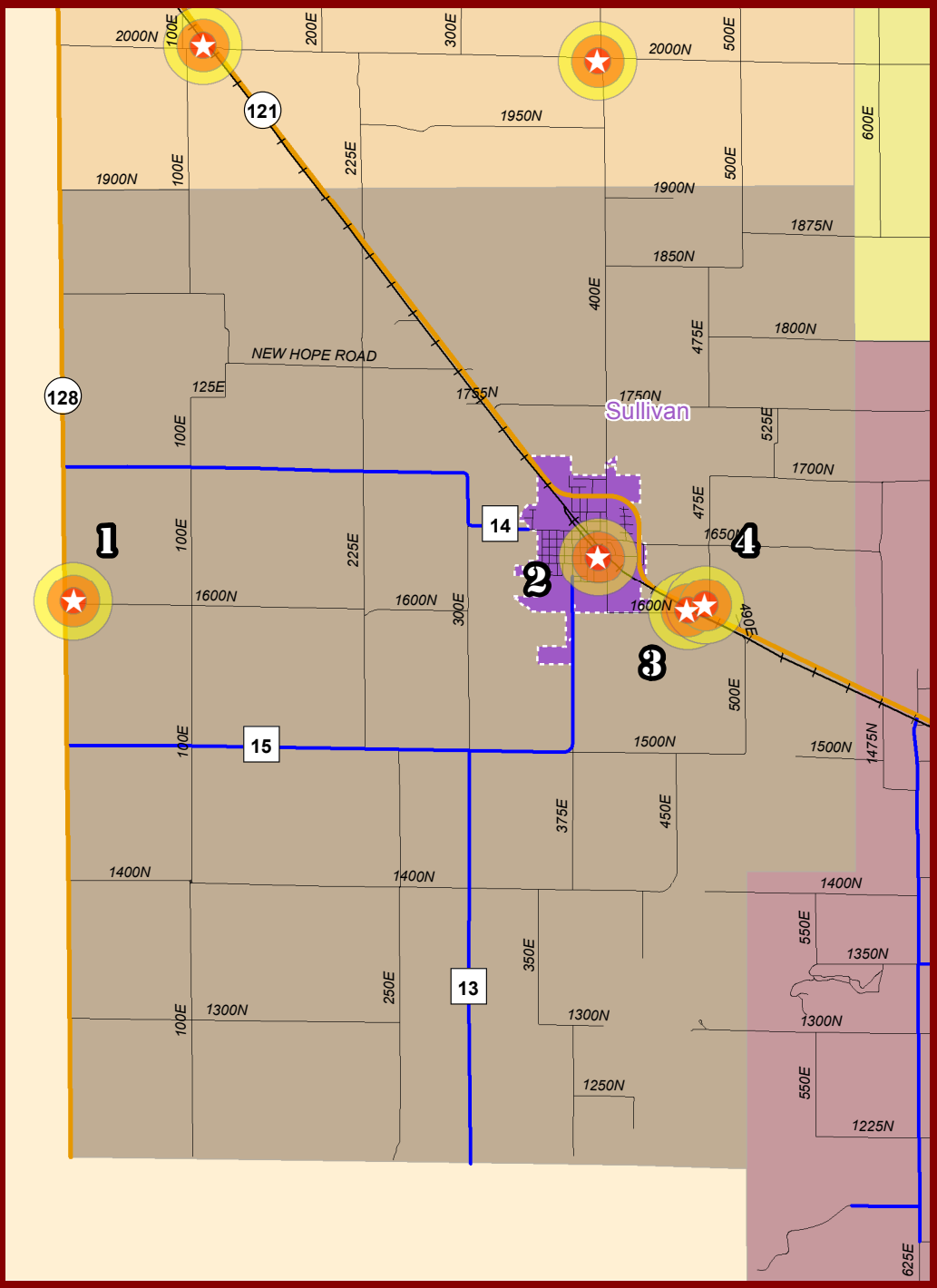
BUFFER DISTANCE

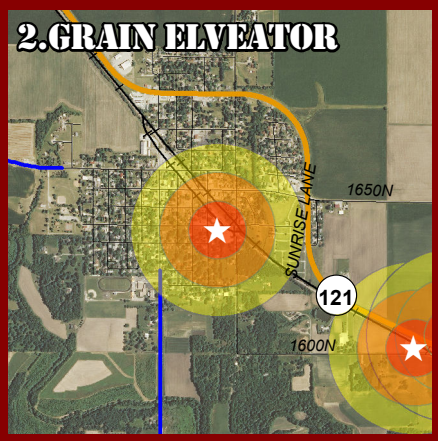


MARROWBONE TOWNSHIP

HAZARDOUS IMPACT ZONES



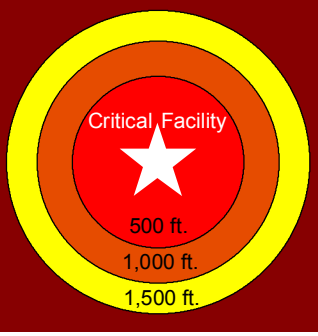




Legend

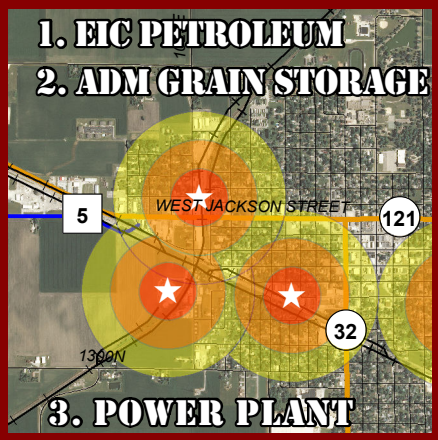
- Railroads
- US Highways
- State Highways
- County Highways
- Roads

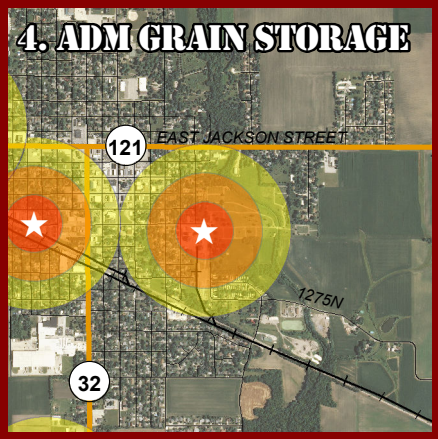
BUFFER DISTANCE

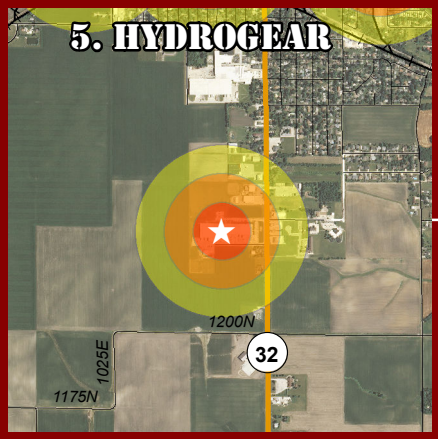


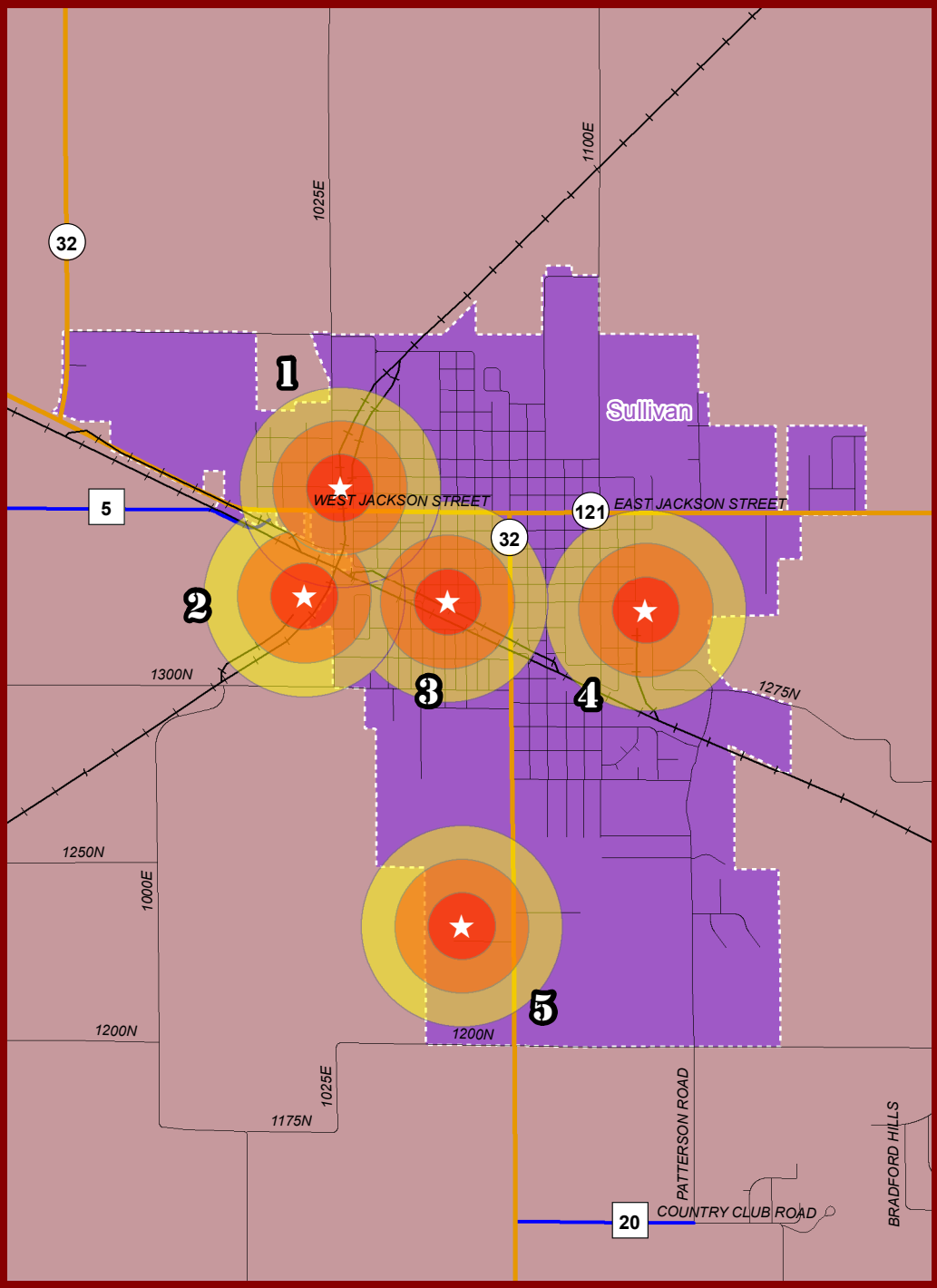
CITY OF SULLIVAN

HAZARDOUS IMPACT ZONES





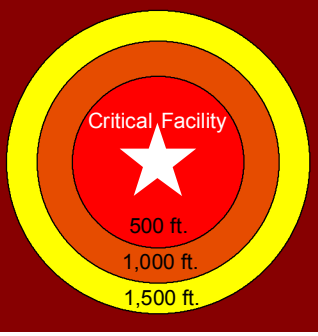




Legend

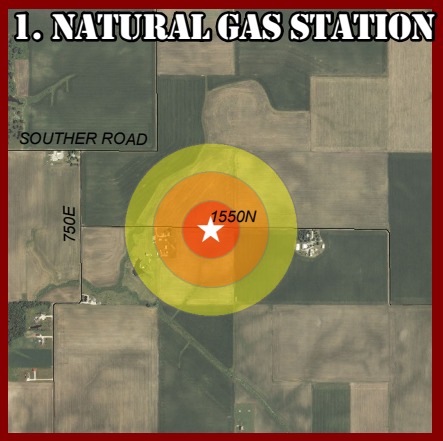
- Railroads
- US Highways
- State Highways
- County Highways
- Roads

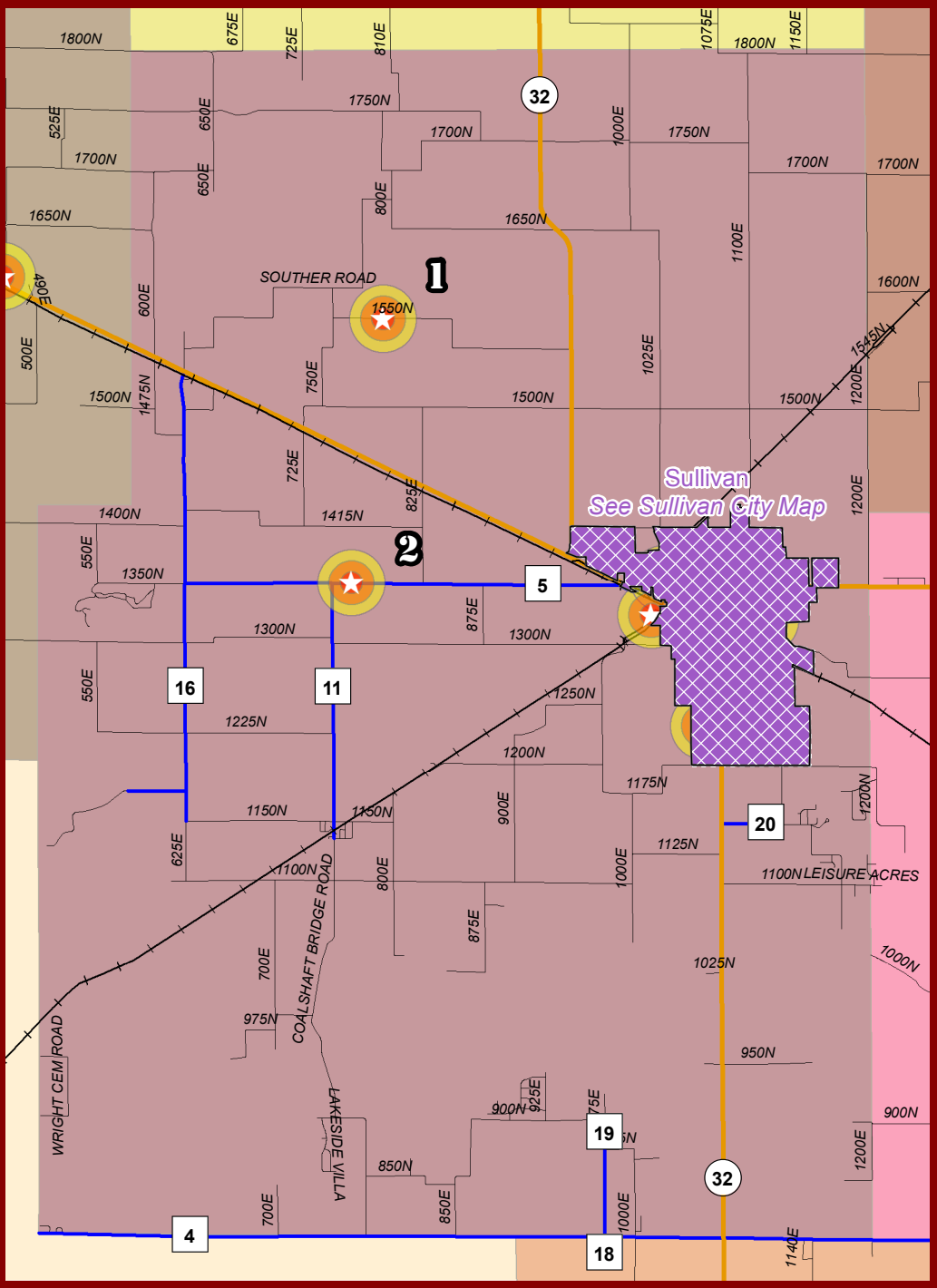
BUFFER DISTANCE

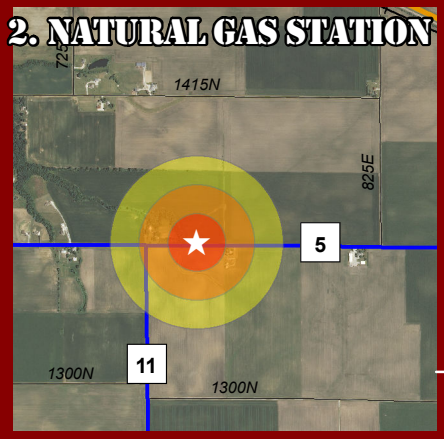


SULLIVAN TOWNSHIP

HAZARDOUS IMPACT ZONES



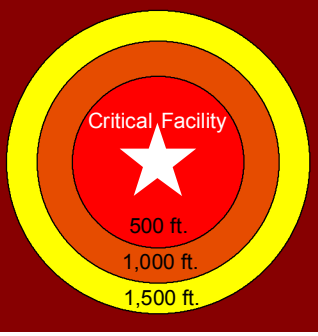




Legend

- Railroads
- US Highways
- State Highways
- County Highways
- Roads

BUFFER DISTANCE

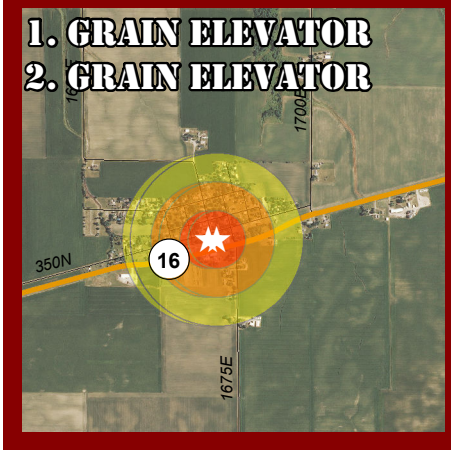


WHITLEY TOWNSHIP

HAZARDOUS IMPACT ZONES

1200E
1300E
1350E
3
1600E
1675E
121
800N
1140E
1300E
1600E
1675E
725N
725N
700N
700N
WHITLEY POINT ROAD
1400E
1700E
WHITLEY POINT ROAD
1150E
1200E
1250E
3
1475E
550N
500N
1225E
1300E
1575E
1700E
1800E
450N
425N
1625E
1
400N
Gays
1200E
350N
16
1600E
1675E
2
300N

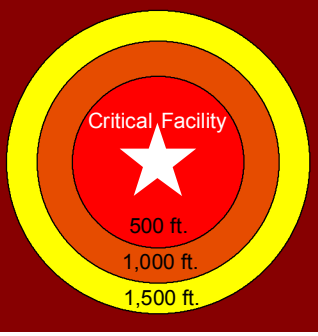
1. GRAIN ELEVATOR
2. GRAIN ELEVATOR



Legend

- Railroads
- US Highways
- State Highways
- County Highways
- Roads

BUFFER DISTANCE



ATTACHMENT B:
NEWS ARTICLES

3 May 1929 SULL

lay Snowstorm Sweeps Over This Part of Country

ld Wet Night Followed by very Unseasonable Weather. Corn Planting Will be Late This Year. Fruit Crop in Danger.

As this is being written, near e noon hour, Thursday May 2, snowstorm of blizzard proportions is driving past the window. make of it a real blizzard only drop in temperature would be cessary.

Snow is beginning to pile up the north side of buildings. e snow has now been falling out three hours and was preded by a night and morning of ld, drizzling rainfall, with ong winds. This is remarkable eather for May. It is calamitous eather for Illinois should it conue throughout the day and be llowed by a hard freeze tonight ich is not at all improbable.

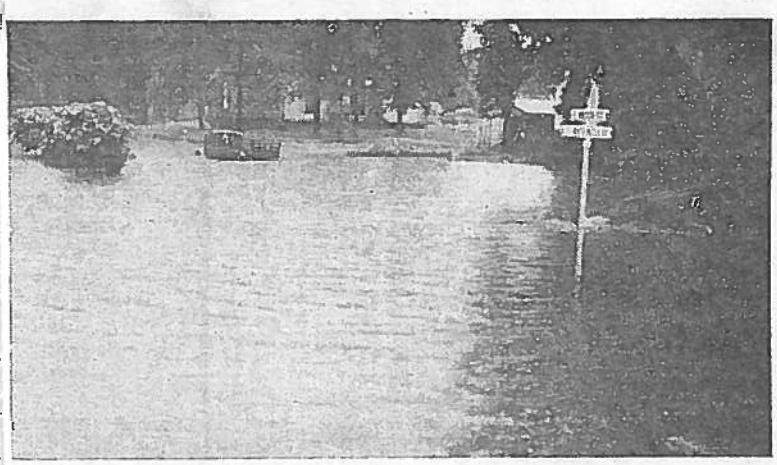
May started off fine. Just twen-four hours ago we were enying sunshine and seasonable rmth. Nearly everybody was sy in garden and field.

Farmers had started Saturday eaking for corn and tractors d horse drawn implements were sy long hours in the fields un- the present spasm of weather t in. Much corn would have en planted before the end of e week had fair weather conued. There will be no corn anted now for a week or more. e ground is soaked and soggy. the snow storm continues much nger, there will be a coat of ice the fields.

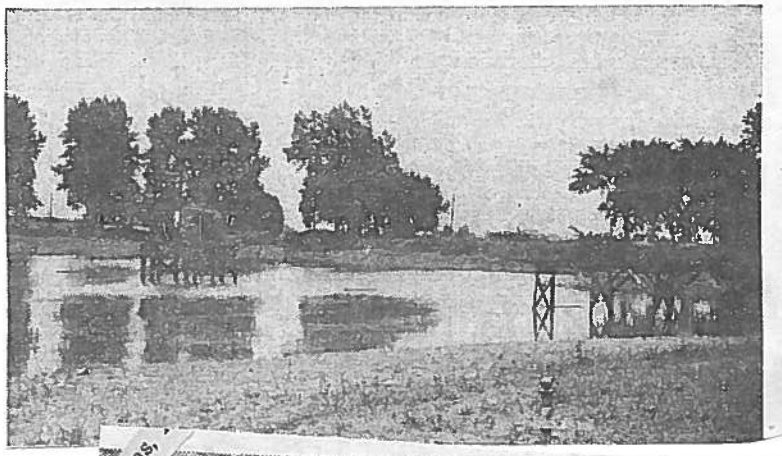
Fruit is in danger. So far the ospects have been good. All owing things will receive a ckset, if the day passes into ght while this miserable weath- continues unabated.

It is May. Weather like this nnot last very long. While we e viewing this weather it is th a prayer in our hearts that may not be for long. Some

SWIMMING . . . . YES!



SWIMMING? . . . . NO!



Torrential Rains Flood City Friday

Hundreds of basements we flooded in the heavy noon show Friday. Several gardens wer washed away as one of the heavie rains of the season fell within tv hours. It was reported that ther were four inches of rain during tl brief downpour.

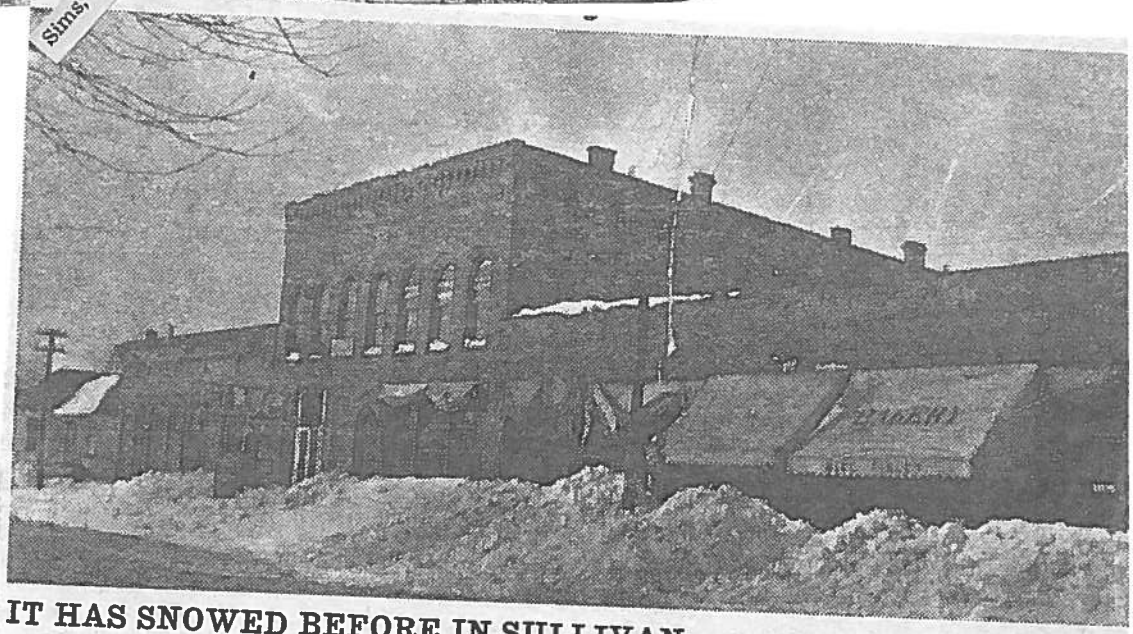
Intersections of many of tl streets were completely filled wi water as the rains continued to fa after nineteen consecutive days rain. There were boys swimming ar boating at the intersection of Wat and Washington streets. The wat there was approximately four and half feet deep. One house own said that the water had reached tl level of the first floor until tl basement windows were opened. Clothing had to be moved at tl Armory as the water poured into tl basement through the windows wh the streets became flooded.

Motorists reported that they we stalled at many of the streets, the water was over the runni boards of the cars.

The path of the old creek th ran down to Water street was veritable river, sweeping box chairs and other debris before Long-time residents of Sullivan sa that they had never seen so mu water fall in Sullivan.

—V— 6-26-1942

Sims,



IT HAS SNOWED BEFORE IN SULLIVAN —

The above picture was not taken during the past two weeks in Sullivan, although it may look that way.

Mrs. Tom Risley found it last week and brought it to The Progress Office, since it was very "seasonable". This is a picture of the big snow of 1912 — one of the biggest on record in this part of the country. The picture was taken on February 20th of that year.

It shows West [illegible] west corner of the Court House.

On the left side of the picture can be seen a house, where the Watson Motor Co., is now located

The Progress office was located in the West end of the business block; next was Dr. W. P. Davidson's office and the Joe Ireland Tailor Shop was located where the Barnes Floor & Wall Covering Store is now located.

Next was the Globe Theatre— one of Sullivan's first movie the sion to the theatre was a nickle There were a lot of business of fices in the upstairs of tha building.

The barber pole was in fron of the Pettit Barber Shop, an Mike Finley operated a baker next door East. The G. H. Brow Variety Store was located to th right in the picture.

The one-story row of stores (the McDonald Block) at th center and right of the picture

Photo by R.R. Best

Winds clocked at 95-100 mph Monday afternoon ripped the roof off the Taylor building and sent the remnants over the top of the adjacent buildings damaging those buildings. Bricks from the front of the building and the roof fell onto the street. The City Council called an emergency meeting Tuesday to discuss what options were available to them to deal with the building. An adjourned meeting is scheduled at 7 (tonight) Wednesday. Another angle of the building is shown on Page 9.

Allenville Grain Elevator Burns 1967

Saturday morning, May 13, was "quite hot" in Allenville as the Livergood elevator was completely destroyed by fire.

Cause of the blaze is unknown. The main electric power switch was always pulled at night. After the fire died down, it was verified that the switch was in the "Off" position. Only power in the building was the fire alarm system which sounded at about 5:00 A.M.

Electric power to the area was interrupted for a short time due to some of the debris being blown into the Cooperative lines.

The Allenville elevator, owned and operated by the Livergood Grain company, was completely destroyed by fire last Saturday morning. The elevator had an automatic fire alarm system connected to a siren, which sounded at 20 minutes to 5 that morning. Jack Livergood managed the elevator.

Allenville is not in any fire district, but when the call for help was sent to Sullivan, the department there sent a tanker full of water. The entire elevator was in flames in a matter of minutes, and firemen could do no good there. However, they prevented lames from spreading to a home, southwest of the elevator, which was in the path of the flames.

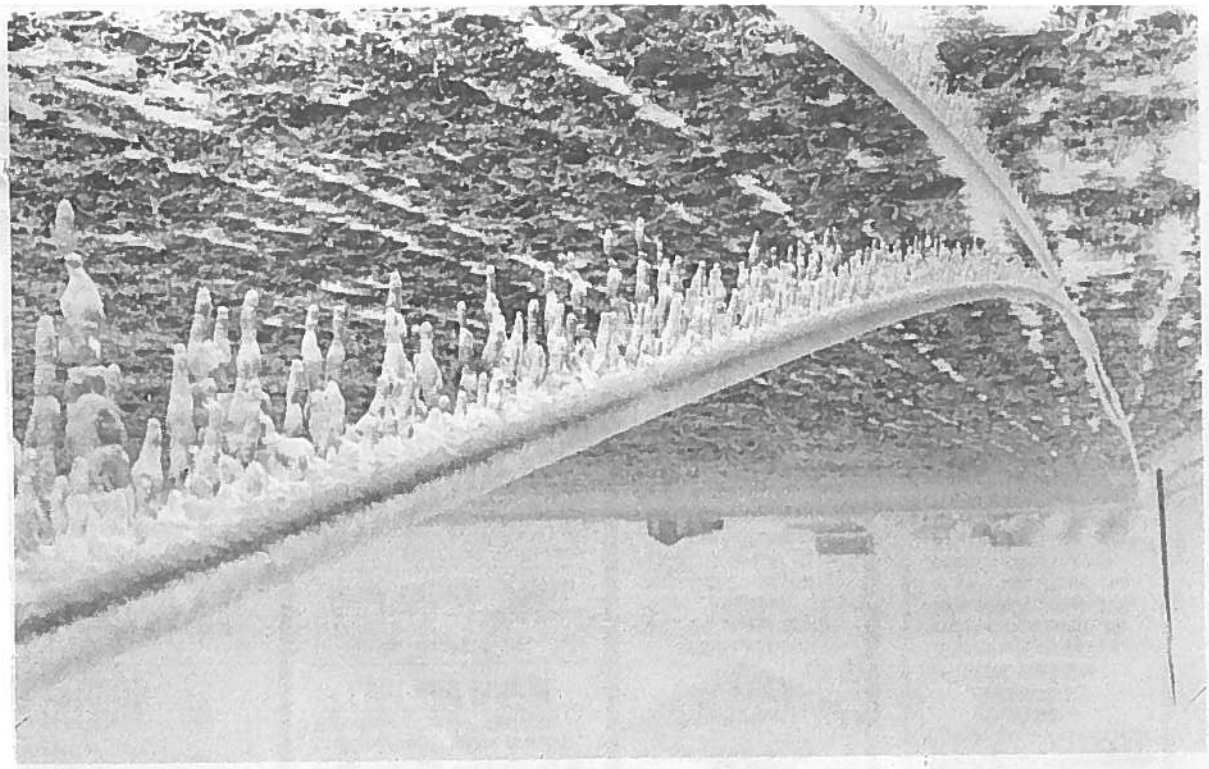
A strong northeast wind blew the fire away from the business buildings on the Allenville main street. The heat was so great however, that composition siding on the back of one building melted. Traffic on the Illinois Central railroad, on the south side, was halted for some time,.

The tall elevator building was burned down in a little more than an hour. It was of wood construction covered with sheets of galvanized corrugated metal — and these sheets, red hot, created a hazard as they floated down from the burning building.

The elevator contained 10,000 bushels of soybeans, and 1,000 bushels of corn. The grain was covered 100% by insurance, and there was also insurance on the building. A firm specializing in the salvaging of grain from fires took over the job at Allenville, and hired the Russell Harshman Company to remove the grain with a crane, from the burning piles. The crane worked there for several days, salvaging a considerable amount of the grain, which reportedly can be used for feeding cattle.

This is the second recent fire at the elevator site. The office building burned about two years ago. Cause of the fire at the elevator is not known. Allenville residents tell of previous elevator fires, the last being in the fall of 1916 at the same site.

Mr. Livergood stated his company has contacted several construction firms concerning the possible rebuilding, but that no decision has been reached. The structure would not be rebuilt in its old form.



DECATUR HERALD

Winter of '77-78 worst on record

Central Illinois and the rest of the state lived through its worst winter in history last year, just to face another severe winter this time around.

Bad as this one has been, last year's winter has it beat for the number and severity of storms. So says climatologist Stanley A. Changnon Jr. of the Illinois State Water Survey.

"By any standard, 1977-78 was the worst winter in 180 years of weather records," Changnon said. "There were higher winds, and the storms lasted longer and were more severe. Temperatures averaged seven to nine degrees below normal."

An analysis of last winter shows there were 18 different snowstorms in Illinois, where normally there are only four per winter. Most of the state was hit by seven or eight of these storms.

The records show that Pana got the worst of at least two storms while Paris and Urbana also were hard hit. During a storm between Dec. 4 and 6, 1977, Pana received 10.5 inches of snow, the heaviest in the state.

Much of that snow was still on the ground in Pana when another storm roared through in March of 1978. Between March 6 and 8, Pana residents were hit with another 14.2 inches to shovel.

Paris residents didn't feel so good about digging out from 8.4 inches that fell on them between March 2 and 3. And last Lincoln's Birthday, things were pretty white in Urbana, which was starting to receive 11.3 inches.

There were 62 storm-related deaths in Illinois and injuries totaled more than 2,000. Damage was in the billions of dollars, boosted significantly by the Easter weekend ice storm in several central Illinois counties.

And state highways and interstates in central Illinois were closed a dozen days during last winter, thus far, the worst in the state's history.

But then, this winter isn't over yet, is

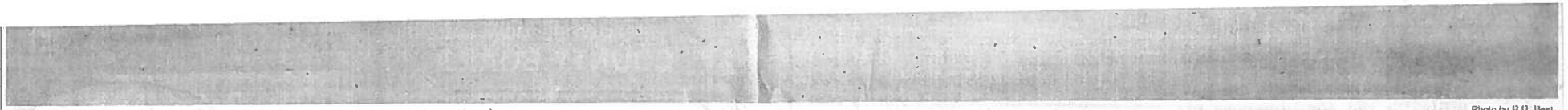


Photo by R.R. Best

Flood peril Emergency workers rescue Sullivan farmer Wayne Weaver, who was trapped on his tractor by flooding. More storm photos can be found inside today's edition.

May mayhem: Lightning, floods strike

By Dan Hagen
of the News•Progress staff

Spring storms turned streets into rivers, toasted electrical equipment and made two flood rescues necessary in Moultrie County last week.

A lightning bolt struck Sullivan's tallest building, the Moultrie County Courthouse, at about noon Wednesday, damaging phones throughout the building as well as computers with phone modems and the courtroom security system. The electrical equipment damage spread to several other buildings around the Sullivan square, including the Little Theatre, the First National Bank, the office of optometrist Tom Best and Corley Auto Center, according to reports.

In mid-afternoon Wednesday, a car slipped off a flood-washed roadway on the northeast side of Bethany and ended up hanging from a bridge over a deep drainage ditch. The dive team was summoned, but before it could arrive a township endloader was pressed into service to rescue the car's inhabitants, according to a witness.

Then Sullivan emergency workers came to the rescue of 61-year-old farmer Wayne Weaver, who was washed off a roadway on his farm while on his tractor at 3:25 p.m. Thursday. The dive team's help was requested, and emergency workers dressed in wet suits were able to walk a line out to Weaver, fit him into a life jacket and bring him about 75 yards to safety.

Lovington schools were dismissed early both Wednesday and Friday because of the flooding. Lovington School Superintendent Ron Black said the high school basement, where some classes are conducted, was awash Wednesday. On Friday morning, with rain continuing and more rain predicted, classes were dismissed early because of concerns about students and staff members making it safely home over flooded roads, he said. Some students had already been home-bound for a couple of days because of flooding, Black said.

Photo by Lori Martz

Auto awash An endloader is used to rescue motorists trapped when flooding swept their car off a Bethany road.

Bethany schools were dismissed early Friday. Superintendent Marilyn Bayley noted that Friday morning's ominous skies, continuing rain and predictions of more rain prompted safety concerns. The Bethany grade school basement and the high school cafeteria were both flooded by backed-up water, she noted.

The Sullivan school district got off relatively lightly with no early dismissals, Superintendent Rich Voltz noted. Some water backed up in the Middle School gym and in the high school restrooms, and two small leaks were detected in the roof of the new elementary school which the contractor immediately corrected, Voltz said. The district's facilities suffered no damage, Voltz said. An on-going drainage problem on the west side of the new elementary school continues, but repairs have been contracted, he noted.

The extra-heavy rainfall has filled Lake Shelbyville to the brim, forcing the closure of several facilities there. On Wednesday morning, the elevation at the lake was 615.75 feet above mean sea level or 16.5 feet above normal summer pool. But the good news was that the water level was dropping at last according to the U.S. Corps of Engineers in St. Louis. The lake level had dropped from 615.96 Tuesday, and should continue to drop barring additional heavy rains.

All lake campgrounds are open, but all Corps of Engineers beaches at the lake remain closed. The Dam West Recreation area is closed, as are all secondary boat ramps. Those include Johnson's Bluff, Bruce West, Coal Shaft Bridge, Sand Cove Road and North Wilborn Creek. Boat ramps at Lithia Springs, Opossum Creek, Coon Creek, Lone Point, Bo Wood and Whitley Creek are open, although launching may be difficult. Boaters are advised to launch at their own risk.

High water boat ramps are open at Wilborn Creek, and Eagle Creek and Wolf Creek state parks, but heavy rains washed vegetation and debris into the lake, and boaters are cautioned to reduce speed and watch for floating matter.

The Coon Creek Nature Trail is closed because of high water. Portions of the Illini Trail between Lone Point and the end of the Little Chief Trail and portions of the Okaw Bluff trail are under water. The trail at Bo Wood and the system at Camfield are open for bikers.

Moultrie County wasn't alone in being imperiled by thunder storms last week. In Charleston, Eastern Illinois University students Tim Fix of Plainfield and Joe Bee of Springfield were drowned at the Lake Charleston spillway, where they had gone to relax after taking final exams.

ATUR SUNDAY
and Review
NOIS, SUNDAY, MARCH 26, 1978 5 Sections plus Supplement(s) 30 CENTS

24 Illinois counties in disaster state

By The Associated Press

Gov. James R. Thompson declared a state of disaster emergency Saturday for 24 Central and Southern Illinois counties which were belted by a massive ice and sleet storm.

The early spring onslaught coated much of Illinois with up to two inches of ice, caused power outages in metropolitan and rural areas, made driving extremely dangerous and crimped Easter holiday plans.

Thompson's action gives him authority to call on any state agency or employees to mobilize their resources to help residents of the 24 counties if the state Emergency Services and Disaster Agency requests help.

The agency estimated that the storm caused more than $3.5 million in damage in the 24 counties.

They are Calhoun, Cass, Champaign, Christian, Coles, DeWitt, Douglas, Edgar, Greene, Jersey, Logan, Macon, Macoupin, Mason, Menard, Morgan, Montgomery, Moultrie, McLean, Piatt, Pike, Sangamon, Scott and Shelby counties.

Thompson also sent a telegram asking for a presidential disaster declaration so the resources of the federal government would be available to help the state.

Meanwhile Illinois Power Co. officials predicted it would take a minimum of "two to three days" to restore all power to Macon County customers.

That prediction was based on clearing weather.

If additional ice storms hit there is no way of telling how long repairs may take, said V. Leon Wilson, service area manager for Illinois Power.

By Saturday night Wilson estimated about 5,000 Illinois Power customers in Macon County were without power.

Communities in the county felt the brunt of the disaster as many reported no power, no telephone and water supply problems endangering fire protection. However, no major fire was reported.

A mandatory 6 p.m. curfew Saturday was issued by Macon County Sheriff Stephen D. Fisher. A voluntary curfew was enacted in Decatur at the same time.

Shelters were opened throughout the county and in Decatur for those who had not heat. Busing of county people to city shelters was planned if county shelters became full.

Power sources in Decatur remained erratic. Wilson said frequently as repairs were made in one area they were counterbalanced by falling lines in another.

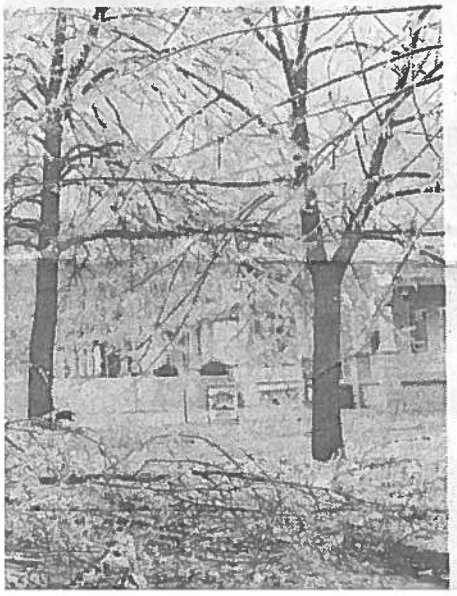
He could not forecast when any area of the city or county might have power again.

Besides power outages, freezing rain was also party to the destruction of the $1.2 million television tower of WAND-TV Channel 17.

The 1,100-foot tower crashed to the ground about 1:50 p.m. Saturday, narrowly missing the nearby home of Mr. and Mrs. Homer Boyer of Argenta.

There were no major injuries resulting from the weather conditions reported to law enforcement authorities Saturday night, however.

As lack of power remained the culprit behing most difficulties, Decatur was still being served by only one transmission line that originated in Pana. That line has provided the city power since all four of the utility's lines fell Friday and it was restored.



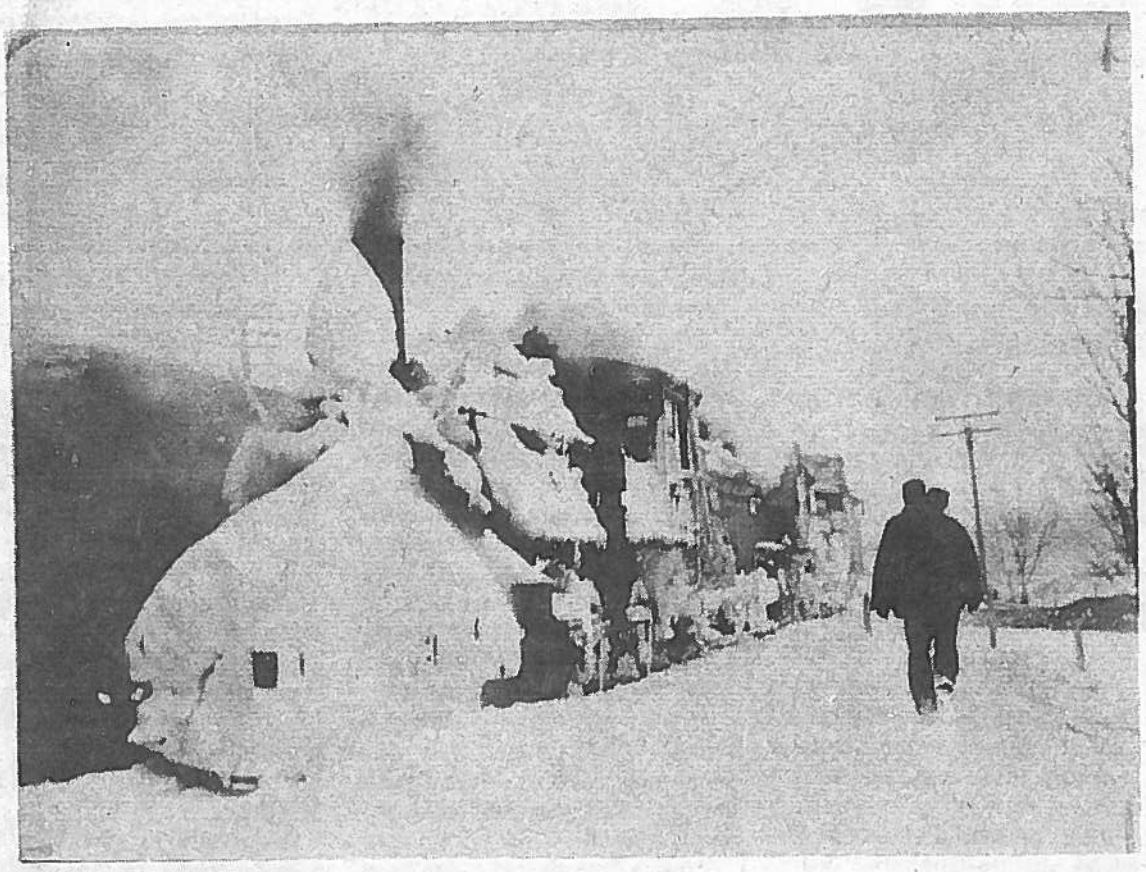
AN ILLINOIS Power Company line is downed by a fallen icy tree

Water conservation no longer necessary

Decatur residents no longer need to conserve water, the Water Department announced Saturday night.

Gene Garriott, an operator for the department, said that as long as full power is available for water pumps there is no need to conserve water.

The Blizzard of '12

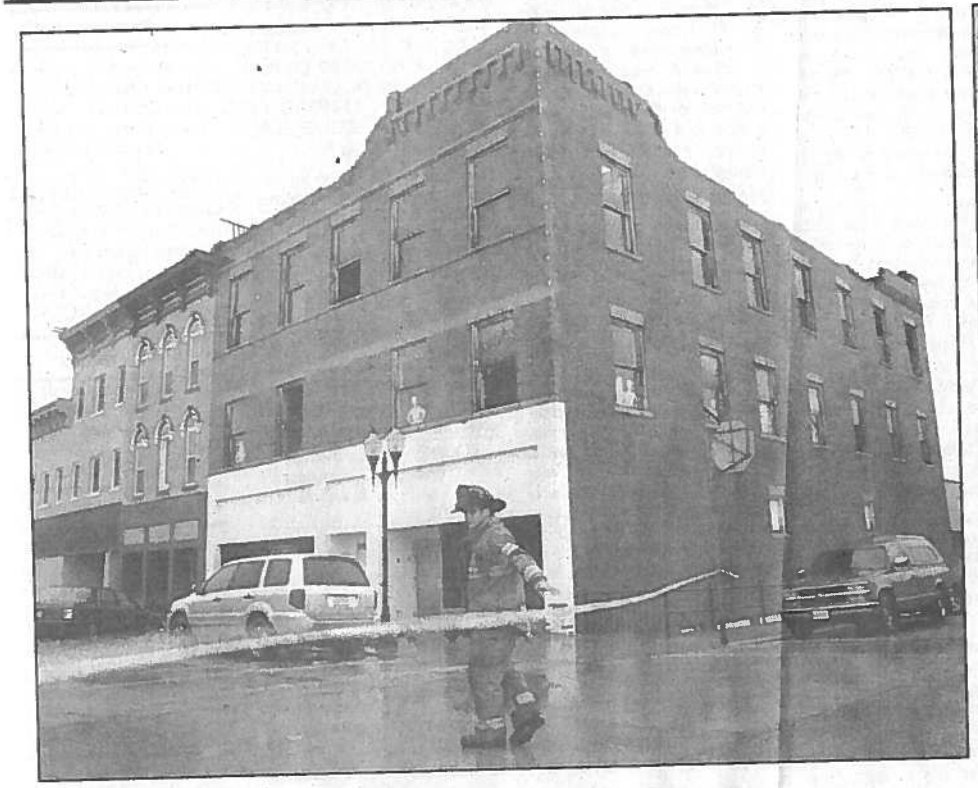


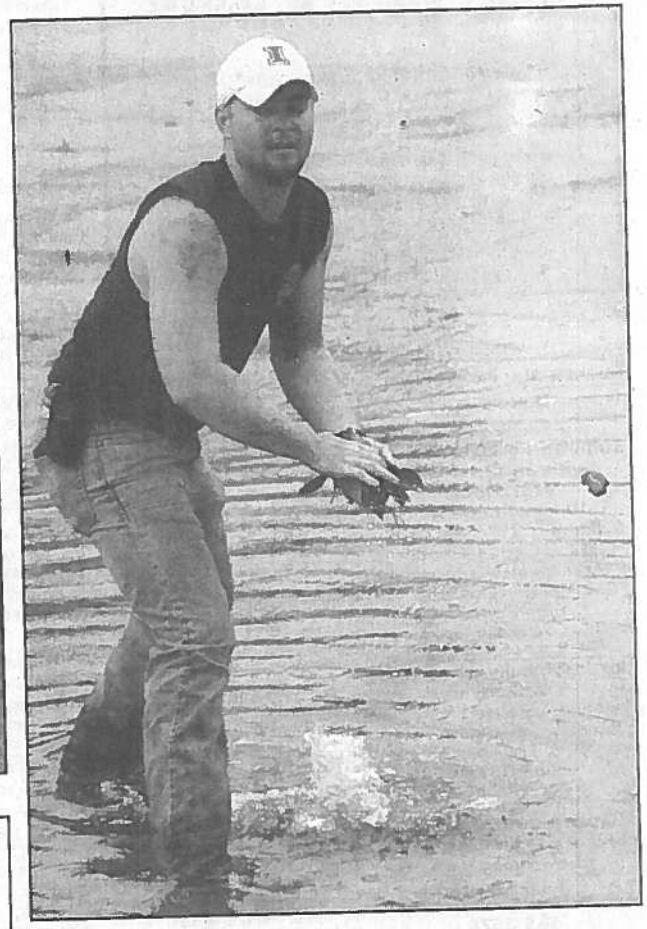
Winters in the midwest have been relatively mild in modern years—until the last two came aong There have been several years where there was hardly enough snow to cover the ground. and then it didn't last too long. Many people have come to believe that the present harsh winters are something new, due to changing weather patterns.

Such is not the case, as the above picture shows very plainly. This is a picture of the Illinois Central train after it got to Bethany. The pipcture is on a post card and the message on the back read "This is the 11 o'clock train as it came into Bethany, Wednesday, February 21 1912. It was six hours late and took three engines to pull it out of Bethany, and four to pull it into Sullivan. It was the only train through Bethany, Wednesday". And in those days, there were numerous trains running both directions, as they were the only form of transportation.

The picture was brought in by Charles Baugher.

VS•PROGRESS 21 July 2010 Section 2





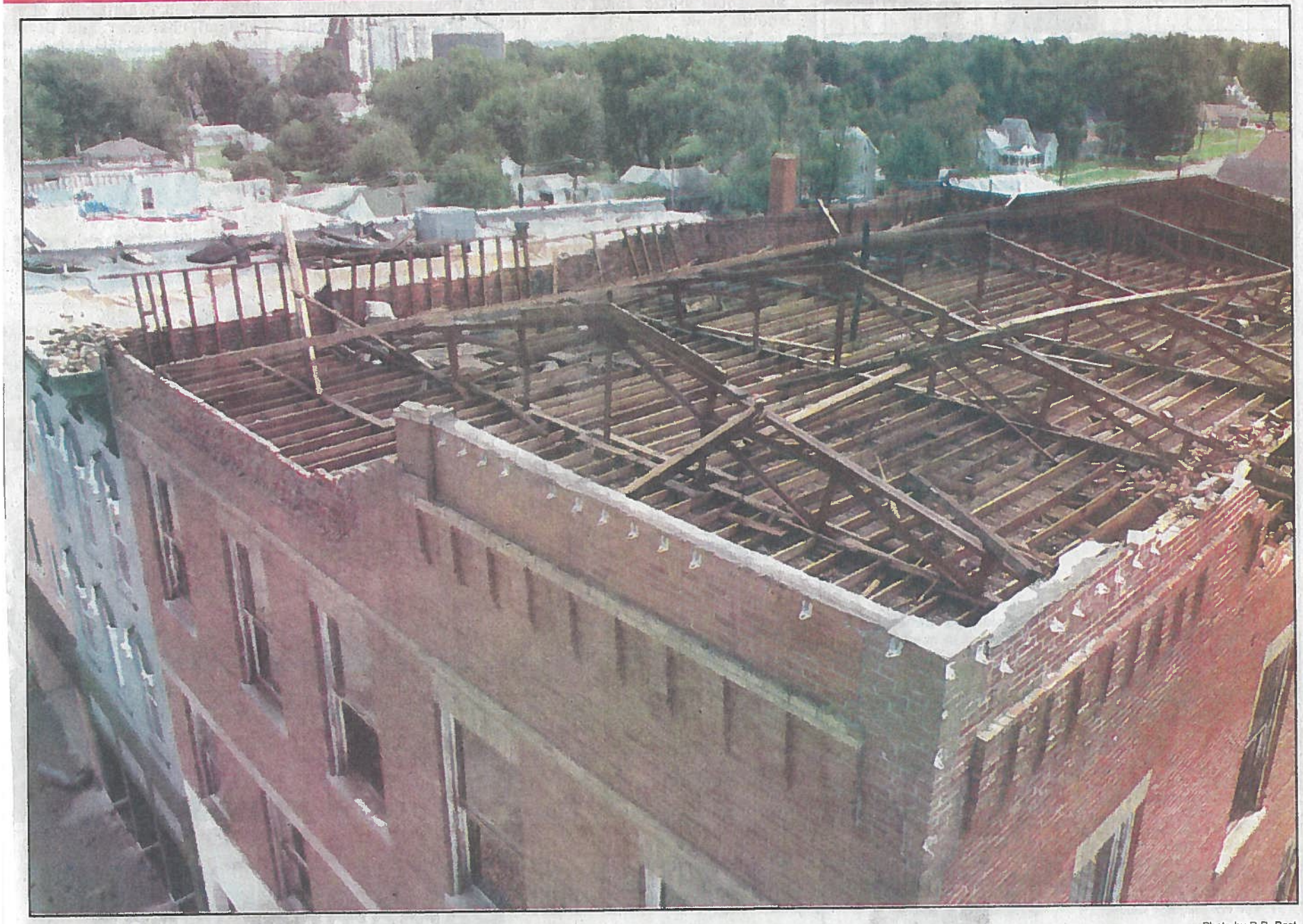


Photo by R.R. Best

Winds clocked at 95-100 mph Monday afternoon ripped the roof off the Taylor building and sent the remnants over the top of the adjacent buildings damaging those buildings. Bricks from the front of the building and the roof fell onto the street. The City Council called an emergency meeting Tuesday to discuss what options were available to them to deal with the building. An adjourned meeting is scheduled at 7 (tonight) Wednesday. Another angle of the building is shown on Page 9.

NEWS•PROGRESS

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Volume 142 - No. 19 Wednesday, May 12, 1999 © 1999 Best Newspapers In Illinois, Inc. Sullivan Ill. 61951-0290 728-7381 18 Pages Plus Supplements 50¢

Lake Info

Lake Level
600.90
1ft. Above Normal

Release Rate
4,125 gps

Temp
68°

Factory fire 'highly suspicious'

By Dan Hagen

The origin of the blaze which destroyed the former Switchcraft plant in Sullivan last week is "highly suspicious," authorities said Tuesday.

Local police, firefighters and state fire marshal's office representatives — while keeping mum on details of what they know about the fire's origin — are asking for the public's help in tracing anyone who may have been involved.

"It's highly suspicious," explained Don Tankersley of the state fire marshal's office, taking a break from a conference with Sullivan firefighter Jim Hess and Sullivan police officers John Love and Jim Waggoner. "We're not at this time disclosing where the origin was, exactly, and what transpired as far as that end of it. I guess the thing we're looking for is anyone who would have been out that night that might have seen anyone in that area. That would be helpful."

"The police department is working in conjunction with the Sullivan Fire Dept. and the state fire marshal's office," Love said. "We're asking for any

Mummy's day

Reviewer Kris Gardner is not mum about the merits of the new film "The Mummy." Page 18.

Festival of Stars

We've got a two-page spread detailing the fun at the upcoming Festival of Stars. Pages 14 and 15.

Troubling actions

state fire marshal's office," Love said. "We're asking for any help from anyone who has seen anything out of the ordinary, anything suspicious at all. They can remain totally anonymous if they call the police department, and wish to."

Waggoner pointed out that the police department does not record phone calls, so callers need not worry about that if they wish to remain anonymous. The police department number is 728-4351.

Reward money is also available, authorities said.

"So far as information, anything, no matter how slight it may be, could be beneficial to us," Tankersley said. "Sometimes people think, 'That probably isn't anything,' and they won't call, but you never know."

"Anytime someone calls, we're going to look into it, no matter how minute they may think it is," Waggoner said.

Firefighters were summoned to the scene of the former Switchcraft plant, now a satellite facility of the Agri-Fab operation, at 12:29 a.m. Thursday, Hess said.

"They really didn't know what it was," Hess recalled. "It actually came in from the Moultrie County Sheriff's Dept. Somebody had called them and said that something was burning behind Pizza Hut, and they didn't know what it was."

"Basically, we were on the scene until about 5 o'clock Thursday afternoon," Hess said.

The loss is estimated to range well into the millions.

The fire which destroyed the 67,000 square foot plant created giant billowing clouds of smoke which threatened to expand the crisis into a full-scale community disaster. A nearby motel and residence along South Hamilton Street were evacuated, and Sullivan School Dist. transportation director Cary Suhl swiftly made arrangements for a school bus to be used in case the nearby nursing home had to be evacuated, Love said. The American Legion was opened as a shelter for those evacuated.

"Most of them weren't even awake, which is hard to believe with all that going on" Waggoner said of the citizens who were roused for evacuation. "Once they would wake up, they would smell the smoke," Love said. "There was no one who got mad — no one refused. They cooperated with us."

The massive fire luckily caused no injuries, although a firefighter may have needed oxygen during the ordeal, Hess said.

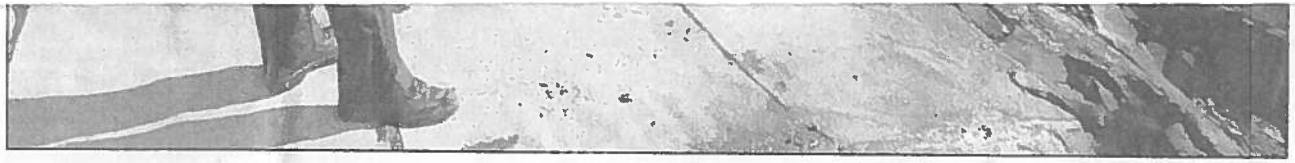
"Agri-Fab management has been super cooperative," Tankersley noted. The company headed a long list of community volunteers and area fire and rescue workers who pitched in to contain the blaze and help out.

"We had Rt. 32 blocked from at least 12:30 probably until 7 o'clock that morning, and we'd like to thank people for their cooperation," Love said. "I think we were very fortunate that no one was injured, and a lot of it had to do with the professional training of the departments — and the surrounding departments, who came to help under mutual aid. This is where the community banded together. Everybody was doing their part."

"It was extremely impressive to watch all the fire departments work together," Waggoner said.

Among the community members who pitched it with aid or equipment were Wheeler Brothers Construction, Marlow Trucking, A.D. Birt and the city water and sewer department employees, Mid-State Tank, Lakeland FS, EK Petroleum, the city gas department employees, Moultrie County Redi-Mix, Yoder Drainage, Alexander Lumber and the city electrical department employees.

Mutual aid was provided by no less than 15 fire departments — those of Mattoon, Arcola, Atwood, Mt. Zion, Arthur, Bethany, Dora Township, Lovington, Bement, Hammond, Cerro Gordo, Findlay, Shelbyville, Strasburg and Windsor. Without them, Sullivan Fire Chief Jeff Waite said, "We wouldn't have had the water or the manpower . . ." to fight the blaze, one of the largest in Sullivan history.



Full page of fire photos — Page 8

Photos by R.R. Best and Roger Farley

Above, Ken Meadows and Neal Elder survey damages running into the millions; below, flames roil into the sky on the night of the blaze.

Autopsy reveals fatal gunshot

Preliminary autopsy results have indicated that a Findlay woman's death was caused by a gunshot wound.

Shelby County Sheriff Randy Sims said that 25-year-old Heather R. Lynch was discovered by her husband at approximately 3:20 p.m. Tuesday, May 4, in their apartment at a Findlay apartment com-

ing the case as a homicide. The Illinois State Police is handling the investigation, assisted by the Shelby County Sheriff's Dept. and the Findlay Police Dept.

The body was transported to Springfield Memorial Hospital, where the autopsy was conducted on the morning of May 5.

No Sunday booze — not even on 4th

By Marion Best

The sale of liquor on the Fourth of July, which falls on Sunday this year, was denied by the Sullivan City Council Monday night.

The request from Clarence and Pickle Standerfer, owners of the Sullivan Package

New Year's Eve, only when they fall on Sunday." She noted that would happen only once every six or seven years.

Speaking for the opposition were Shirley and Jerry Ozee, who also led the fight against Sunday sales in the city when Brock Oil Co. opened its con-

hol should plan ahead." Her husband questioned the cost of changing the ordinance asking, "Would it generate enough sales tax" to pay for changing the existing ordinance and the cost of publication?"

The discussion broadened

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EXPLOSION ROCKS HIGHWAY SOUTH OF DECATUR, ILL.; ONE KILLED

AP, Associated Press
Oct. 9, 1992 2:04 PM ET

ELWIN, ILL. ELWIN, Ill. (AP) _ A gas pipeline exploded this morning, sending fireballs into the sky and killing at least one person. Four others were injured, one seriously.

The blast killed one of 30 people who were working on the pipeline when the explosion occurred around 10 a.m., said Capt. John Wrigley of the Macon County Sheriff's Department.

The pipeline was being moved to make way for highway expansion, said John Barnett, a spokesman for its owner, Panhandle Eastern Pipe Line Co.

"I could see a spray of gas going straight up and going into the wind," said Rhonda Morrell, who was driving on nearby highway U.S. 51 at the time of the explosion. "I thought it was going to blow. I turned around and headed back. Just as I did, I saw it shoot up."

The explosion blew a truck off the road, seriously injuring a 64-year-old man in it, said Lewis Mahoney, spokesman for St. Mary's Hospital in Decatur. Three other people, two of them firefighters, were treated for less serious injuries, he said.

WCIA-TV of Champaign said two fireballs estimated at 100 feet high could be seen from the station's camera mounted on the sixth story of a building in Decatur, about eight miles from the scene.

Intense flames and blistering heat made it difficult for rescue workers to reach the scene, Wrigley said.

State police Sgt. Richard Kaelin said the flames had died down by 11:30 a.m., but there were still a few minor grass fires near the highway, which passes within about 200 feet of the blast site.

U.S. 51 was closed indefinitely.

Barnett, speaking from Eastern Panhandle headquarters in Houston, said company workers had uncovered about 100 feet of the pipe and had moved about 25 feet away when it ruptured. The cause of the accident was unknown, he said.

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Decatur, Illinois,
Tuesday, June 5, 1990 ★★

CENTRAL ILLINOIS

TALE OF TWO TORNADOES

Findlay funnel caught on film

Patti Smith captured a devastating piece of history Saturday.

Smith, who lives at 2252 Franzy Drive in Decatur, was at the Findlay Marina at about 4:45 p.m. with her husband Dale and parents Joe and Feda Frazee, also of Decatur, when she spotted an imposing funnel cloud and began snapping pictures.

She says the tornado came out of the southwest and circled around Lake Shelbyville. It touched down in Findlay for about seven minutes, she reported.

"I was amazed. I was getting ready to be real scared as it came our way," she said. "It got to within a quarter-mile of me."

Smith said her mother ran up on shore from the dock area where she stayed to snap her historic pictures.

About one hour later, a twister hit Newton — located approximately 50 miles southest of Findlay. It is not known whether the same tornado damaged both communities.

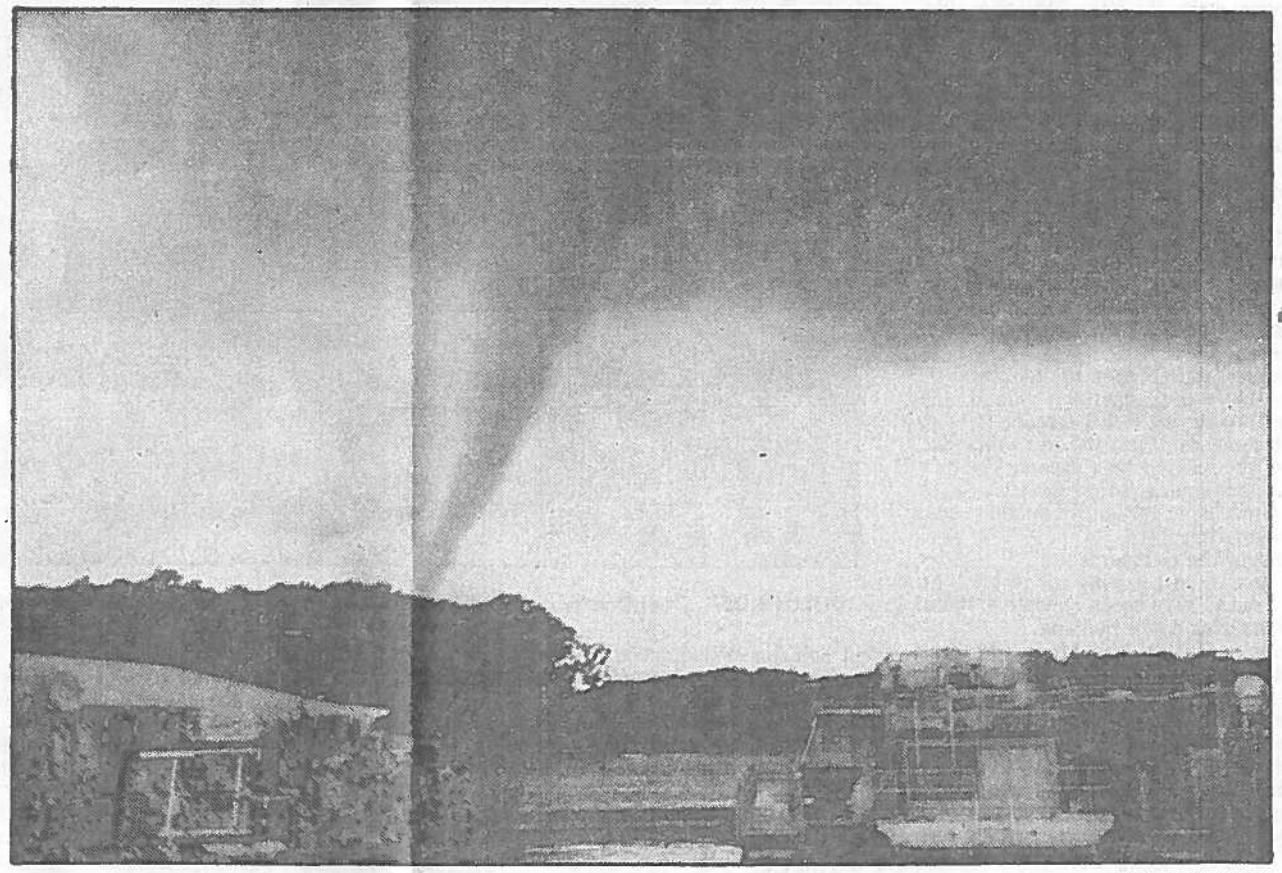

Photo by Patti Smith

FINDLAY TWISTER: Saturday's imposing funnel cloud hovers in the distance across Lake Shelbyville. It took approximately seven minutes to circle the lake before touching down in Findlay. This photo was taken from the Findlay Marina.

Thursday, March 16, 1978
Vol. 91 —— No. 10
Sullivan, Ill. 61951
18 Pages
15¢ a copy

With the Sun's help

Winter-weary Sullivan digs out one more time

The sun came out and temperatures began to climb Thursday as winter weary residents continued to dig out from a storm which began Monday night and continued until late Wednesday night, dumping an estimated seven to ten inches of heavy wet snow on the area.

The storm, which weather forecasters Monday night said would only be flurries, turned out to be the years worst as far as accumulation was concerned.

As much as a foot of snow was reported in the Shelby County area with parts of Moultrie County reporting up to ten inches.

The snow began falling at about 9 p.m. Monday night and by Tuesday afternoon all roads in the area were closed.

All schools in the area were closed Tuesday and remained closed for the rest of the week. Many businesses closed down Wednesday as the heavy wet snow continued to fall throughout the day and into the evening.

According to Rieck Kendall of the Moultrie County Sheriff's Dept., the real trouble began about 3 p.m. Tuesday when they were called to help free an ambulance which became stuck on Route 121 between Bethany and Dalton City. The ambulance was making an emergency run to a Decatur hospital when it was unable to go any farther because of cars blocking the roadway.

Kendall said some 50 cars were stuck in the ditches and the roadway preventing the ambulance from moving. The county squad car sent to help became stuck just east of Horns Timber so word was relayed to a state police car at Mt. Zion which was able to get through and move some of the stalled cars enough for the ambulance to continue its trip to Decatur before it too became stuck.

Ambulance driver, Theresa Hollonbeck said that the ambulance left Sullivan at about 2:30 p.m. and arrived in Decatur at about 5 p.m. The ambulance passenger, Arnold Johnson of Sullivan was in good condition when he was admitted to the hospital, but the ambulance crew, Jeff Waite and Theresa and Richard Hollonbeck were stranded in Decatur until Thursday.

At the same time the ambulance was waiting for help in Dalton City so that it could continue on to the hospital, Sullivan's rescue vehicle, enroute to assist Glenn Suhl who dislocated his shoulder while helping two women in distress, became stuck in drifts near the Orris Drew farm north of the Masonic Home.

A pumper which had gone along to assist the rescue truck also became stuck as well as a wrecker and a farm tractor.

Sullivan's second ambulance was also stuck at the same time in the parking lot behind the fire house.

Two hours later, the rescue truck made another run two miles north of Drew's farm and became stuck again. A V-plow was dispatched to assist the stuck vehicles on both emergency runs.

The rescue truck also responded to several other calls during the evening hours.

Meanwhile, Kendall said an estimated 300 to 400 persons traveling on route 121 became stranded in the Dalton City area. County deputies and snowmobilers from Sullivan and Bethany, as well as members of the Bethany Fire Department and C.B. Alert teams were able to get most of those stranded into Dalton City where they were housed and fed at the grade school, at churches, in the basement of Hight State Bank and in many Dalton City homes.

Some 55 persons found refuge at the Danny Coleman home in Bethany Tuesday night and sometime around 12:30 a.m. enough o of a path was cleared for them to be brought into town to the Cumberland Presbyterian Church, where they were fed and housed until Thursday.

Members of the church, the ministerial association and other volunteers supplied food, blankets, cots etc. for them. At one point during the storm, three Bethany men went into Sullivan on snowmobiles to get medicine for some of those stranded at the church.

Another 25 persons who had been attending a meeting at the Cumberland Presbyterian Church were taken into Bethany homes until the storm subsided.

Still another two dozen or so persons were housed in the Bethany fire house for the duration of the storm. Interestingly, the lone woman in that group was called upon at least once to make chili for the group.

Snowmobiles were used again to get through to the Cuttill family in Redbird Hills so that they could open the grocery store to obtain food for those stranded.

Some 50 to 75 of those stranded in Dalton City were brought to Bethany and Sullivan Wednesday afternoon in a freight train.

County deputies and the other volunteers continued to check cars throughout the night to make sure that no one was left stranded in a car.

In Sullivan a refuge center was set up at St. Columcille Catholic Church by the Red Cross Disaster unit under the direction of Paul Mossman.

Some 11 persons spent Tuesday night at the church and another 17 arrived Wednesday. They all spent the night and were able to leave early Thursday afternoon when some roads were considred passable.

Mossman and his wife and several other Sullivan residents supplied food, coffee, cots, blankets, pillows and other items for those stranded at the church. Games and cards and a small television set were also brought in to help pass the time. Most of those at the church were from Mattoon, Windsor and Decatur.

All area motels were filled to capacity and Kendall said, countless others waited out the storm at the homes of friends and relatives in Sullivan.

Road crews worked around the clock in an attempt to open major roads but their efforts proved futile because of the number of abandoned cars in the roadways and because increased winds drifted the roads closed as fast as they could be opened.

By Thursday morning, the snow and wind has subsided and road crews resumed their efforts. Heavy equipment and snowblowers were brought in by the state highway department and roads were barricaded to keep motorists from trying to leave Sullivan.

Route 121 west to Decatur was cleared for traffic by noon Thursday and the route east to Mattoon was made passable by 5 p.m.

Road crews continued to work night and day and had the Jonathan Creek Road to Arthur and Route 32 North to Lovington opened late Thursday night. It was 4 a.m. Friday before Route 32 South to Windsor was passable.

The Moultrie County Rescue Unit was used to take East View Manor Nursing Home employees to work during the storm Wednesday and answered another four calls during the storm. Eight ambulance calls were answered Tuesday and Wednesday and another six were made Thursday, though none of them were storm related emergencies.

The sheriff's department brought an Allenville woman and her four children into Sullivan Thursday morning to stay at the home of relatives when they became stranded at home with no food and one of the children became ill.

Temperatures rose to the mid 50's by Saturday and by then all major city and county roads were open for traffic, though many country roads were still impassable.

All cars that had been abandoned along Route 121 were claimed or towed out by Sunday. State road crews, Macon and Moultrie County Sheriff's Dept. and state police helped with the massive job of moving the cars. Three wreckers were used to pull some 75-100 cars out. Many persons were brought out to where they thought they left their cars, only to discover it was someplace else.

Continued on Page 3

to get through and move some of the stalled cars enough for the ambulance to continue its trip to Decatur before it too became stuck.

Ambulance driver, Theresa Hollonbeck said that the ambulance left Sullivan at about 2:30 p.m. and arrived in Decatur at about 5 p.m. The ambulance passenger, Arnold Johnson of Sullivan was in good condition when he was admitted to the hospital, but the ambulance crew, Jeff Waite and Theresa and Richard Hollonbeck were stranded in Decatur until Thursday.

At the same time the ambulance was waiting for help in Dalton City so that it could continue on to the hospital, Sullivan's rescue vehicle, enroute to assist Glenn Suhl who dislocated his shoulder while helping two women in distress, became stuck in drifts near the Orris Drew farm north of the Masonic Home.

A pumper which had gone along to assist the rescue truck also became stuck as well as a wrecker and a farm tractor.

Sullivan's second ambulance was also

Presbyterian Church were taken into Bethany homes until the storm subsided.

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Continued on Page 3

Home at last

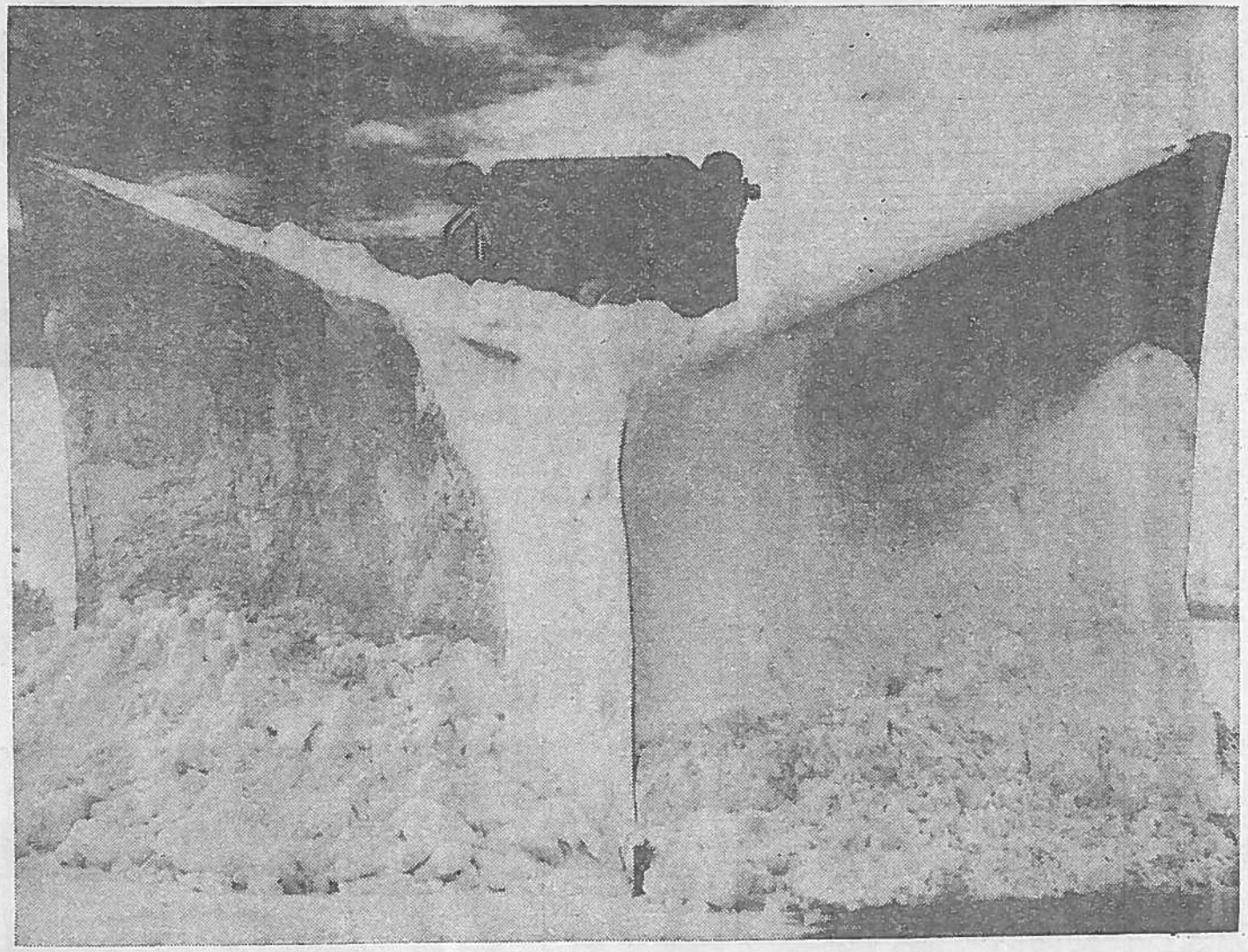
Passenger service on the Illinois Central Gulf tracks between Decatur and Mattoon was resumed briefly last Wednesday when motorists who had been stranded in Dalton City were "given a lift" on a freight train to their homes in Bethany, Sullivan and Allenville. These pasengers were being discharged at the crossing on South Hamilton Street in Sullivan.

Moultrie County News

77TH YEAR—NO. 3 SULLIVAN, ILLINOIS, THURSDAY, JANUARY 16, 1964 10c PER COPY

PAUL MOORE 10 2 C4
506 S. WORTH ST.

BLIZZARD ISOLATES MOULTRIE COUNTY



Not a monster from outer space, but a county snow plow that probably looked like an angel of mercy to families isolated by drifted roads over the week end. See pages 2 and three for additional pictures of the "Great Blizzard of '64."

55 MPH Winds, 5-8 Inches of Snow Plug Highways

Heavy snow and high winds crippled Moultrie County Sunday and left many motorists stranded along the highways.

Between five and eight inches of snow fell between 6 p.m. Saturday and early Monday morning. The rain gauge at the Sullivan Pumping Station showed .45 inch of precipitation when the snow was melted. One inch of rain is equivalent to 10 inches of snow.

Coles County Airport was reporting 55-mile-an-hour winds Sunday, which, combined with the snow, made the clearing of roads virtually impossible during the storm.

Civil Defense Director William Fox of Bethany declared Moultrie County in a state of emergency. Roads into the county in all directions were impassable. Towns within the county were isolated from one another.

An accident west of Sullivan between 11 a.m. and 12 Sunday hospitalized one woman and slightly injured two men. A chain reaction piled up at least nine cars at the scene of the accident. The occupants returned to Sullivan to join other motorists stranded on the highways east and south of town.

Another group of cars blocked Route 32 south at the VFW building and road crews fought a losing battle to keep Route 121 open to the Masonic Home. By Sunday afternoon highway

by Ruth LeVene

Last weekend's storm is the worst since 1935, according to old News files. The amount of snow which fell is about the same amount which fell in Feb., 1960, but the results this week were worse. In 1960 the state roads were never completely closed.

The ice storm in January, 1959 probably did more damage than either snowstorm, but it seems that there were more stories of human interest in 1964.

Mr. and Mrs. Jim Hart entertained Bernard DeBoer of near Chicago from Sunday until Tuesday while DeBoer waited for his car to be removed from a drift between Sullivan and Bethany. Hart is the assistant superintendent of the Illinois Masonic Home and DeBoer is the Grand Master of the IOOF of Illinois.

Robert Davis, city manager of Peoria, returned to Sullivan after getting stalled between Sullivan and Mattoon. Workers, who did not know his whereabouts, towed his car to Mattoon and left him stranded here until Tuesday.

Henry Melton of Madison, Wis., who was involved in the seven car pile-up west of town, was discovered to be the man who delivered milk to the cabin of Dr. and Mrs. P. H. Best last summer.

Vernon Albers, Dale Elder, Bob and Alva Short went to the Decatur Gun Club Sunday morning and on their return trip were stopped at Dalton City. They left their car and walked to Sullivan along the IC Railroad tracks.

Mart Harnack, who drove to St. Louis Sunday morning, stopped in Pana Sunday night on his return trip for a cup of coffee and was told he could not leave town. He spent the night on a cot in the Masonic Hall.

Emmett Burcham of Lovington Township lost a snow plow Monday; the father of a baby born Sunday night in Lovington broke out in hives shortly after the birth; Warren Trigg of Kirksville, Sullivan mail carrier, spent eight hours getting to Sullivan Monday morning; three persons involved in the pile-up near Horn's timber stayed in their cars in sleeping bags Sunday night and Monday morning hitched a freight train ride into Sullivan.

Bob Jackson of the Moultrie County News staff, was the only member of the shop able to get to work Monday morning. Wayne Gregory was in Mattoon and Herb Young of Shelbyville and Glen Newberry of Lovington were unable to get into Sullivan. Elmer Hodges who works in Arcola and George Light who works in Mattoon were unable to get to their respective jobs so they relieved the pressure in our shop for a few hours.

Brotherly love was in evidence everywhere. Men and boys on tractors and in pick-up trucks towed, pushed and dug out all they could find who were less fortunate in making any progress toward town. Ham radio operators kept families informed of the whereabouts of stranded relatives.

Misconstrued information resulted in unnecessary concern by some. The story circulated that Sullivan Fire Chief Blonson Crockett had been taken to Mattoon Hospital although he never left the fire house. A couple who, supposedly, had been stranded in a snowdrift for two full days, never materialized.

There is no doubt that the great blizzard of '64 will be the topic of conversation for weeks to come, and will probably never be entirely forgotten.

The first traffic in and out of Sullivan came about noon Monday when the Jonathan Creek Road was cleared to Arthur. About 2:30 it was possible for emergency traffic to reach Mattoon by way of Arthur, Arcola and Route 45.

About 4 p.m. Monday Route 133 was opened between Lovington and Sullivan and the first two cars came in from Decatur. By Tuesday morning Route 32 south of Windsor was open, enabling traffic to reach Mattoon and Shelbyville by way of Route 16, and Tuesday afternoon traffic was once again moving between Sullivan and Mattoon on Route 121.

Sullivan schools, which were closed Monday, reopened Tuesday with about 65 per cent attendance. Busses ran where they could get through. Wednesday morning the busses went only on the main roads and the Bruce-Findlay road.

There was no house to house mail delivery in Sullivan Monday. All local mail carriers except Sandy Freeman live in the country and were unable to reach town. Freeman delivered to the local businesses, however, no mail reached Sullivan from 6 a.m. Sunday until 7 a.m. Tuesday.

Sullivan stores ran out of bread Monday. The first truck arrived from Decatur Tuesday morning.

Phone service and utilities operated normally. The only power failure occured Sunday when a high line across Asa Creek southeast of town fell. Repairs were made immediately.

City work crews kept Sullivan streets cleared of drifts and were still busy Tuesday clearing snow from the square. Many activities were cancelled, funerals were postponed and businesses were closed.

Some 48 persons were fed and housed in the Bethany Grade School according to Paul Spence, principal. Several more were given shelter in private homes.

An estimated 150 persons

(Continued on page two)

City Council Accepts Federal Grant Offer

Sullivan was notified officially Jan. 7 of a federal grant to aid in construction of a community recreation center. City Council Tuesday night formally accepted the offer.

This means that actual construction on the center must begin on or before May 7.

Clark, Dietz & Painter, Champaign engineering firm, has been retained by the city to design and supervise construction of the civic center.

Federal funds will be made available in four installments — 25 per cent in advance of construction; 50 per cent when construction is complete; 15 per cent on final inspection; and 10 per cent after completion and final audit.

City Council also agreed to advertise for bids for a new truck chassis for the gas department.

Police Chief Dean Rozene reported that 84 arrests were made last year. He also reported that $1,028.50 was collected from parking meters before their removal, and that $1,050.60 was received in fines.

Some 350 complaints were received by the police department.

Woman Hospitalized Following Seven Car Pile-up on Route 121 West in Storm Sunday

One woman was hospitalized and one man injured in an accident involving seven cars and a state truck at approximately 10:30 a.m. Sunday on State Route 121 four miles west of Sullivan near Horn's timber.

Mrs. Leona McDermott, 63, a passenger in a car driven by her son-in-law, Dennis Love of Rockford, received injuries to the spine and was taken by auto to Mattoon Memorial Hospital. Roy Hall of Streator had several lower front teeth removed after they had been broken by the impact of a collision.

A chain reaction of rear end collisions involved cars owned by John Fields of Enfield, Chris Fields of Enfield, state highway truck, and cars owned by John Adams of Rock Island, Joe Whetzell of Decatur, Roy Hall of Streator and Henry Melton of Madison, Wis.

The Whetzells were returning from a vacation in Florida when they stopped west of Sullivan to avoid hitting a state truck. An auto driven by Adams, 20, hit the back of the Whetzell auto and skidded sideways. Dennis Love of Rockford was unable to stop and hit the side of the Adams auto injuring Mrs. McDermott. The auto driven by Roy Hall of Streator was also unable to avoid the accident and Hall was injured, but did not require hospitalization. An accident report has been filed, but complete details of the smash are not known.

Mr. and Mrs. Whetzell and John Adams refused a ride back to Sullivan in the ambulance and stayed with their cars until Monday morning when they flagged an Illinois Central freight train for a ride into Sullivan.

In other accidents Monday, Douglas Shimp and George Light of Sullivan collided at 9:45 a.m. at the intersection of Louis and Washington streets.

Billy E. Creek, 17, of Sullivan was ticketed for failure to stop before entering a state highway when he pulled onto Route 32 from Pickens drive and hit an auto belonging to Merle Floyd, city police officer. The accident occured at approximately 1:30 p.m. Monday.

Several other minor accidents occured in the county when snow removal equipment hit buried autos or cars collided in the storm Sunday before the highways were closed. However, no other injuries were reported.

Sullivan Progress

1856 — 120 YEARS OF SERVICE TO THIS COMMUNITY — 1977

15¢ Per Copy

Sullivan, Moultrie County, Illinois, Thursday, February 3, 1977

120th Year No. 5

The Big Blizzard of '77

the almost
Friday.

Highways Blocked

The worst winter storm in recent history swept across the midwest early last Friday morning, bringing all travel — and most business to a complete halt, as well as causing death, injury, and destruction of property, as well as an over generous share of more winter misery.

The temperature started to rise Thursday evening, and was up in the 20's when the storm struck out of the north between 2 and 3 a.m. By 6 a.m. the temperature had dropped to a -10.

There was some new snow with the storm, but the high winds—reportedly gusting to 40 MPH or higher at times, picked up the old snow as well as the new, and piled it across all highways in a hurry. The drifts built up seemingly in minutes after the snow stopped

By Saturday, conditions had started to improve—but not very much. The highway to Decatur was opened but snow plows had to keep patroling it as the continuing wind kept the drifting snow swirling across. There was limited traffic to the south of Sullivan, but only on a "at your own risk" basis. Route 121 east of Sullivan and Route 32 north remained closed. Sullivan city mailmen delivered the mail where possible.

The huge drifts on Route 121 south of the junction with Jonathan Creek road proved to be the biggest bottleneck. A big state snow plow buried there was finally removed with the aid of a bulldozer and other plows, and the road was opened to traffic Sunday, but was only a little more than one lane

about the weather

THIS WAS a very difficult issue of The Progress to put together—due to a situation that all of us hope will never happen again for a long, long time. The reason: The winter storm that swooped down across the entire midwest Friday morning brought just about all business to a complete standstill. The effects of that storm will be felt — and discussed for a long time to come.

—w—

There was no mail in or out of Sullivan for about three days. Highways were blocked day after day, no merchandise could be delivered by truck, customers were exceedingly few at the stores that managed somehow to stay open, and there was only one news story — the

When all other means of reaching a plant north of Mattoon failed, the railroad tried its engine and caboose combination again, and broke thru, carrying food and workers alike.

—w—

Maybe we should put together a collection of these weather columns later this year and publish it as a history of the winter of '77—the worst one in the memory of central Illinois residents.

—w—

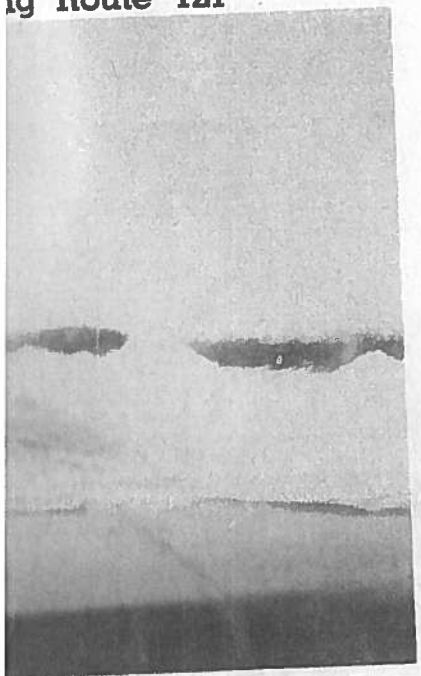
Everyone has a story to tell about the snow, the cold, and the problems of this winter, but being a family type newspaper, it simply isn't advisable to reprint the comments heard about this weather—the language isn't suitable.

MRS. TUCKER DIED DURING SNOW STORM FRIDAY

Mrs. Helen Phelps Tucker, 49, of Bethany, was found dead from exposure Friday morning, about a mile west of Sullivan on Route 121. Mrs. Tucker, who worked at the Hawthorne Lodge Nursing Home, called the home here that morning, telling them that she was leaving on the trip to Sullivan, in the severe blizzard then in progress.

When her car became stuck in the snow a few miles west of Sullivan, she apparently decided to try to walk in. When she failed to appear at the Lodge, the Sheriff's office was notified, and a search was started. Her car was found a few miles west of Sullivan, but it was about two hours before she was found in the snow by the road.

ıg Route 121



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Hissong Elected Head Of County Farm Bureau

Larry Hissong, a Lake City farmer, was elected president of the Moultrie County Farm Bureau Board of Directors at the annual meeting of the Moultrie County Farm Bureau held on January 22. Hissong succeeds Joe Bicknell of Lovington, who has served as president for the past four years.

Hissong and his wife Pam

40 MPH or higher at times, picked up the old snow as well as the new, and piled it across all highways in a hurry. The drifts built up seemingly in minutes, after the snow plows broke through on the highways. The drifting was bad on the city streets, but far worse in the rural roads. Crews attempted to keep the state routes open, but made no attempt to open secondary roads, except in emergency.

Friday morning, about 4:30 a.m., Mrs. Helen Tucker of Bethany, who was emplayed at the Hawthorne Lodge Nursing home, called the office here to tell them she was going to try to get to work. When she did not report in at the Home, the Sheriff's office was notified and a search immediately started. Her car was found abandoned, stuck in the snow on Route 121 west of Sullivan. The CB Alert group and others were called to aid in the search, and around 7 a.m. Mrs. Tucker was found about a half mile west of the Route 32-121 junction, dead from the cold.

All roads to Sullivan were completely blocked many times. The only way to get from one town to another was to follow a snow plow, and then motorists got into trouble at times. Officials attempted to patrol the highways, checking all cars stuck in the snow drifts. They were aided by a number of persons riding snowmobiles, and several persons were rescued from stalled cars during the day.

Many Sullivan business firms did not even open for business Friday morning, and as the sign in one store put the situation, "Closed due to inclement atmospheric conditions". When customers proved to be few and far between, many other stores drastically shortened business hours and closed. Many business firms that did open were with

there was finally removed with the aid of a bulldozer and other plows, and the road was opened to traffic Sunday, but was only a little more than one lane wide in many places.

Some mail came to Sullivan late Sunday for the first time since the preceding Thursday. Food trucks and other trucks were arriving by Monday to ease the shortages, and some rural mail service was resumed only where the roads were opened.

By Monday all business firms were open, although in some cases some of the employees still reported they were "snowed in" and couldn't reach their jobs. Sullivan's uptown fortunately remained relatively open during the storm, but many of the side streets were drifted over in many places.

It took the combined efforts of the state, township and city road crews, working around the clock, day after day, to just get the roads open and keep them open to limited traffic. Many state and local officials worked many hours over their normal time during the emergency, and they had plenty of volunteer help whenever needed.

GAS SITUATION REPORTED 'GOOD' FOR SULLIVAN

The availability of gas for home heating remains "good" according to information received by Mayor Leon Lane the first of the week. There have been rumors of a severe cut in the city's gas allotment due to the record usage everywhere, and the city has received warnings of a possible curtailment, that fortunately have not materialized as yet. Any curtailment of the city's gas supply

could be delivered by truck, customers were exceedingly few at the stores that managed somehow to stay open, and there was only one news story — the storm.

—w—

Of course, we could have filled this page with pictures of the storm—but people are so tired of this long, seemingly endless winter that storm pictures have somehow lost their appeal as news.

—w—

In spite of the situation, people didn't panic as much as expected. Many did plow their way to the groceries, to stock up on enough food to last for a few days, "just in case". Some food supplies ran short, but no one really suffered as a result. Meetings were cancelled — the sports programs came to a complete halt, and people generally were content to stay at home and wait out the blizzard.

—w—

Just about every week lately, this remark has been made: We think the weather can't possibly get any worse, but every week it does. Surely we must be getting close to a "turn-around" point some time soon. The days are getting longer, the sun is bright and warm when it does appear, but those chilling blasts of sub-zero cold that keep coming from the north make life real difficult.

—w—

The "grandpa" of all snow drifts was piled up across Route 121, east of Sullivan, just south of the junction with the Jonathan Creek road. The snow was so deep and packed down so hard that it defied all efforts to break thru it. It was Sunday before this road was open to traffic again and it took extra heavy equipment to get the job done. Even the snow plows were stuck there.

—w—

Rural residents — especially those living on county roads,

being a family type newspaper, it simply isn't advisable to reprint the comments heard about this weather—the language isn't suitable.

—w—

It was just a very few years ago that local clothing stores were complaining about the lack of sales of winter merchandise—the winters were generally so mild that people were not buying heavy clothing. Today, "longies" have almost disappeared from the shelves of most stores and are still in demand.

—w—

The dry weather is still a big worry for the midwest farmers. Even though there are snow drifts many feet deep piled all over the scenery, when that melts it really won't make many inches of real moisture. All you can say for the snow is that it is providing an insulating cover for the fields below, and the shrubbery and yards here in town.

—w—

Lake Shelbyville still remains very low as there hasn't been much water flowing into it for many months. It hardly seems possible that just a couple of years ago that lake was so high that it almost seemed like it would go over the dam—and farmers were worrying that spring because they could not get into the wet fields to get the spring planting completed.

—w—

Reports say that the ice on the lake is as much as two feet thick in places which seems hard to believe. That means in the very shallow areas, there is ice to the bottom, and with little water entering the lake, there is grave danger that the fish will run out of oxygen—and that means a serious fish kill is possible.

—w—

There are some people who are enjoying this winter—those who have snowmobiles

and a search was started. Her car was found a few miles west of Sullivan, but it was about two hours before she was found in the snow by the road.

Mrs. Tucker was born in Argenta, daughter of Walter and Ruth Phelps. She was a member of Bethany United Methodist Church, and was employed by Hawthorne Lodge, Sullivan.

Surviving are daughters, Mrs. Cheryl Thomas of Decatur, and Cherie and Shiela Tucker, both at home; her mother of Sullivan; brother, Robert of Porterville, Calif., and sister, Mrs. Phyllis Musselman of Mount Zion.

Funeral services were held at 1:30 p.m. Tuesday, in McMullin Funeral Home, Bethany. Burial was in Bethany Cemetery.

SULLIVAN SCHOOLS WERE RE-OPENED ON TUESDAY

Sullivan schools reopened on Tuesday of this week, following the blizzard of last week that closed all the area highways and made transportation by bus impossible. The busses ran their regular routes where possible, Tuesday.

Every school district is allowed to put five "snow days" into their regular school calendar for use for emergencies. Just about every school in the state has already used up all the snow days in the calendars, and are now using regular vacation days for the missed days of school. The state office has tentatively announced that some arrangements might be made for missed days of school on an "act of God" basis, as in some areas schools are also being forced to remain closed due to a shortage of gas and other fuel for heating.

During January, the Sullivan schools have been closed the

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Services Are Thursday For Local Teacher

Miss Emma Edmiston passed away Monday, January 31 ,at her home. She was born December 20, 1881 in Moultrie County, daughter of Henry C. and Mary King Edmiston.

She taught school in a rural school in Moultrie County for a short time and then taught Latin and German in the Sullivan High School. She resigned and continued her education at the University of Illinois, graduating with honors from there in 1905.

Miss Edmiston then decided she wanted to change her major, and attended commercial colleges at both Valpariso, Indiana, and the Gregg School in Chicago. She then went to Donora, Pennsylvania to teach.

She returned to Sullivan in 1918 where she was Commercial teacher in the Sullivan Township High School until her retirement in 1939.

In 1974, she was honored by the Sullivan Alumni with the Who's Who Award.

Miss Edmiston was the oldest member of the First United Methodist Church. She was a charter member of the Green Thumb Garden Club. Flowers and gardening were her hobbies.

She is survived by several nieces and nephews.

Funeral services were held at 10:30 o'clock Thursday morning at the McMullin Funeral Home, conducted by Rev. William Laughlin.

Interment was in Greenhill Cemetery.

the Moultrie County Farm Bureau Board of Directors at the annual meeting of the Moultrie County Farm Bureau held on January 22. Hissong succeeds Joe Bicknell of Lovington, who has served as president for the past four years.

Hissong and his wife Pam and their two daughters operate a grain and livestock farm in the Lake City area. He has served as Vice-President and Chairman of the Legislative Committee of the Moultrie County Farm Bureau for the past year. He is also a member of the Young Farmers Committee.

Other officers elected were Orris Drew, Sullivan, as Vice-President; Levi Yoder, Lovington, Secretary; and Paul Sager, Sullivan, Treasurer.

New directors elected to the board for the coming year include Freeman Wildman as director from Lovington Township, succeeding Joe Bicknell, and Spencer Black, Gays, as director from Whitley Township, succeeding Larry Edwards. Moultrie County Farm Bureau directors are elected to three year terms and are eligible to serve only two successive terms.

TWO COLLISIONS WERE REPORTED LAST WEEK

January 23, 4 p.m., at 911 W. Blackwood, Susan F. Webb, backing from a driveway, backed into the parked car of Larry E. Green.

Thursday, 7:30 p.m., on South Main, Jessica A. Howan of Sullivan, south bound, slid into the parked car of Billy Swaringam of Pilot Knob, Mo., pushing it into the parked car of Jack Walker of Collinsville. There were no injuries.

Friday morning, and as the sign in one store put the situation, "Closed due to inclement atmospheric conditions". When customers proved to be few and far between, many other stores drastically shortened business hours and closed. Many business firms that did open were with short staffs as many people could not get uptown. The court house was open, but also on a short staff as all out of town employees were unable to reach Sullivan.

Trucks attempted to use the highways but ran into trouble. One tanker carrying propane blocked the highway east of Sullivan. The driver told officials that the load would become "unstable" if allowed to remain out in the weather. This truck was finally pulled out and followed a snow plow to a garage large enough to get it in shelter. Another jackknifed truck blocked route 32, at the south edge of Sullivan for a time.

Sullivan fire district firemen, as well as members of the ambulance crews and rescue teams remained on duty at the firehouse, in case of emergency. Highway crews fought a losing battle all day Friday to try to keep highways open. In Sullivan, streets drifted but the force of the winds was broken by buildings, and most streets remained open, although travel was hazardous. A large plate glass window at the Poland Barber Shop broke under the pressure of the wind. Tree limbs were brought down by the force of the wind and anything left loose was blown around—like packing boxes and garbage cans and lids.

first of the week. There have been rumors of a severe cut in the city's gas allotment due to the record usage everywhere, and the city has received warnings of a possible curtailment, that fortunately have not materialized as yet. Any curtailment of the city's gas supply depends entirely on the weather.

The city has a number of "interruptable" customers, whose contracts with the city for gas call for their turning to alternate fuels when the home demand rises due to extreme cold weather. Most of the interruptable customers have been off gas for some time already.

The city also uses gas for fuel at the power plant, but can convert in part or entirely to oil for the diesel engines if the weather conditions make this necessary.

Winner In Moultrie Soybean Yield Contest

Richard Wildman, a young farmer from Sullivan, was the winner of the 1976 Moultrie County Young Farmers Soybean Yield Contest. His 5 acre plot averaged 54.91 bushels per acre. Second place was awarded to Robert L. Elder, Arthur. His 5 acre plot averaged 49.55 bushels per acre and the third place winner was Tom Fitzgerald, Bethany, with a yield of 48.76 bushels per acre.

The soybean yield contest is an annual event sponsored by the Moultrie County Farm Bureau Young Farmers Committee. The awards were presented at the annual Young Farmers banquet held at Mattoon recently.

hard that it defied all efforts to break thru it. It was Sunday before this road was open to traffic again and it took extra heavy equipment to get the job done. Even the snow plows were stuck there.

—w—

Rural residents — especially those living on county roads, found themselves marooned in many instances. The only way out was by tractor across the fields, or when a snowplow finally managed to break thru the drifts—or from a visiting snowmobile. With just about all telephone lines underground, that system kept operating without a hitch, so everyone could—and did keep in communication.

—w—

As late as Monday the reports on highway conditions still had us blocked off from the world, but such was not the case. Main highways were open, but ice and snow packed, with one lane traffic in many places. Scondary roads were closed in many places, however.

—w—

It's been a long time since the railroads were brought to a halt by a snow storm but last week end's storm got that job done too. Drifts were so deep that several railroads had to suspend operations, for a short time.

—w—

On the other hand: Many people can thank the railroads, possibly for their lives. The Illinois Central-Gulf from Champaign to Mattoon ran engine-caboose combinations to check that state highway which parallels the railroad, and many people were picked up from cars stuck in the snow.

ice to the bottom, and with little water entering the lake, there is grave danger that the fish will run out of oxygen—and that means a serious fish kill is possible.

—w—

There are some people who are enjoying this winter—those who have snowmobiles and enough snow to really use them for the first time in several winters. It takes adequate clothing to brave the winter blasts these days—and a breezy ride on a snowmobile could be a chilling experience when unprepared.

SEVERAL CALLS DURING PAST FEW DAYS

Sunday at 4:45 p.m., one truck made a run to the Gary Abbott home, 101 W. Roane street to investigate a smell of smoke. There was no fire.

Sunday, 6:55 p.m., one truck made a run to the William Wood home. A trash fire nearby was reflected in a window. There was no fire at the home.

Monday, John Eadie home, report of a car on fire in garage. A car was running, warming up, but there was no fire.

Monday, 3:50 p.m., Jack Crockett home, where meat had been left in the oven of a stove. There was no fire.

RESCUE SQUAD HAD SEVERAL CALLS

January 25, the rescue squad was called to the highway garage south of Sullivan to check for injured persons after an overturned car was found there.

Friday the rescue squad made several trips to transport nurses to local clinics and nursing homes due to the storm.

of school. The state office has tentatively announced that some arrangements might be made for missed days of school on an "act of God" basis, as in some areas schools are also being forced to remain closed due to a shortage of gas and other fuel for heating.

During January, the Sullivan schools have been closed the 10th, 11th, 17th, 20th, 27th, and 28th, as well as the 31st. Wednesday of last week, a sudden blizzard struck around 1 p.m. Schools had previous warning, and the Sullivan school busses left early to return students to their homes. All the busses managed to run their regular routes, some with considerable difficulty, as the visibility in the snowfall dropped to near zero for a time.

Roads were drifted shut Thursday, and the vicious storm that blew into the area Friday buried all roads under many more feet of snow. Local schools so far are able to continue heating their buildings, some using alternate fuel.

SULLIVAN MAN'S SISTER DIED LAST WEEK

Mrs. Vernon Icenogle, of Trilla, the former Fern Elder, passed away January 25, at Charleston. She was 73 years of age.

Services were held at Toledo, with interment in the Drummond Cemetery there.

Surviving her are her husband, three children, and a brother, Clifford Elder, of Sullivan.

SULLIVAN MARKETS

Corn through March $2.38
Soybeans $6.94
March Soybeans $6.98

Earth Tremor Shakes Wide Midwest Area; No Deaths Reported

Sat. Nov. 9, 1968

BULLETIN

Weston, Mass. (AP)

The Weston Observatory reported shortly after noon (EST) today that it had recorded on its seismograph a relatively strong earth tremor in the east-central portion of the United States.

A spokesman said no immediate estimate could be made of the quake's reading on the 10-point Richter Scale, but he added that it appeared at first glance to have been "pretty strong. . ."

Southern Illinois was the area apparently suffering the most damage, the spokesman said, but the center of the quake was not immediately determined.

The states shaken by tremors were: Arkansas, Mississippi, Alabama, Tennessee, Kansas, West Virginia, Ohio, Indiana, Illinois, Iowa, Minnesota, Missouri, Louisiana, Michigan, Wisconsin and Oklahoma.

11 a.m.

Plate glass windows were shattered in Cairo at the southern tip of Illinois. Bricks shook loose. Some chimneys toppled.

Some telephone service was disrupted.

The Cairo Evening Citizen building "shook like a leaf."

In Charleston in east central Illinois bottles jiggled off shelves of a supermarket.

At Princeton, Mo., in the North-Central portion of the state, just south of the Iowa line, canned goods were thrown from shelves and furniture was tossed across rooms.

Mrs. Doris Thompson, a reporter for the Princeton Post-Telegraph described it as "a good snappy quake."

Asked what she was doing at the time, she replied:

"I was trying to hold onto the kitchen wall. I thought a truck had hit the house. "

Later reports indicated the shock was felt in Tennessee and North Carolina.

Louis Unfer, who operates the seismograph at Southeast Missouri State College in Cape Girardeau, said it would be some time in the afternoon before the record on the seismograph was processed for reading. The device uses a photographic process.

"Right now all I can say is we did have an earthwuake down here," Unfer said. "It was more violent than the ones we've had in the 11 years I've been around here."

Danville reported a tremor had been felt there, and also in DeWitt, Ford, Macon, Champaign, Edgar, Iroquois and McLean counties. Many residents telephoned police stations and newspapers.

COLD WEATHER MAKES TROUBLES IN SULLIVAN

The below zero weather in Sullivan last week end, caused considerable difficulty for the city water and sewer department.

A broken line back of the IGA store caused water to flow down the streets there—and all over workmen, for a time. The outside shut-off of the line was covered up and had to be located before the water could be turned off, and the damage repaired. The water froze almost instantly, as it sprayed out in the sub-zero air.

Sunday afternoon, a 6-inch main broke, just off Market street, a block north of Jackson street. Water from the broken line went under the street, coming up in a yard on the other side, flowing to Market street, and then down to Jackson street, and freezing everywhere, to make a traffic hazard on Routes 32-121 on Jackson street.

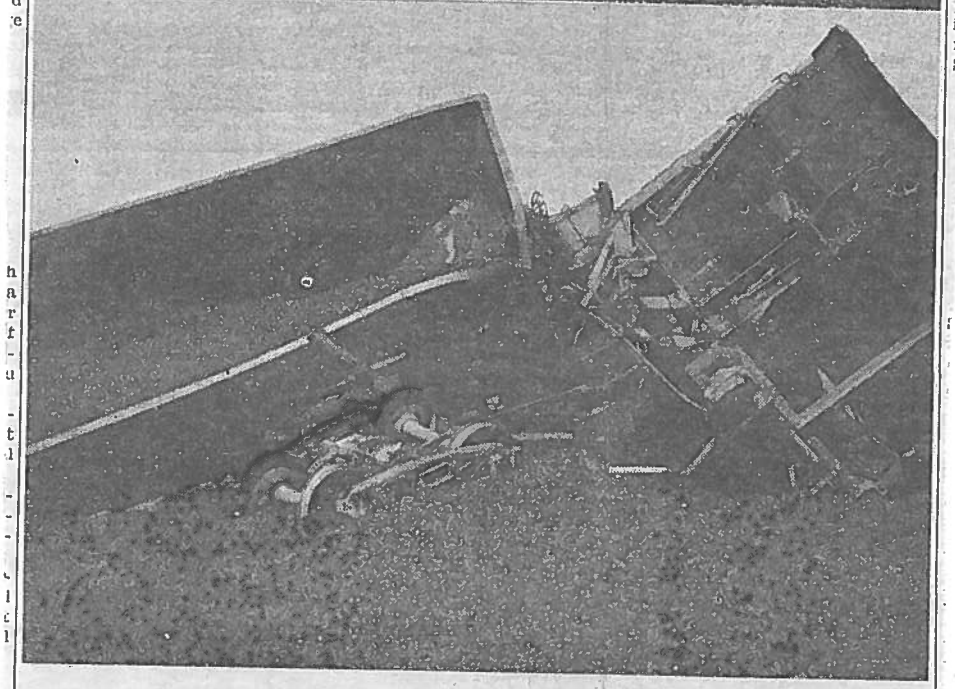
Workmen worked far into the night to repair the damage. The west end business firms were without water Sunday evening.

The unofficial reading was at least 10 degrees below zero Sunday morning. There was no snow on the ground last week end to act as insulation over water meter boxes, and the result was that frozen meters were reported all over the city. There were many cases of frozen and burst pipes in homes also.

The electric department had some small troubles from broken lines caused by the intense cold. but there was no major power shutdown anywhere in the city.

Byron Brandenburger, Publisher Sullivan, Moultrie County,

1967



C&EI Freight Train Wrecked North of Chipps

Twenty-two loaded coal cars left the rails in a big pile-up on the Chicago & Eastern Illinois Railroad main line, about three miles northeast of Sullivan, Saturday morning.

The north-bound train went thru Sullivan shortly after 9 a.m. that morning. A broken wheel on the truck of a car near the middle of the train, caused wheels on that truck to climb over the rails and run on the ties. Marks show this started just past the switch at the Chipps elevator, a short distance northeast of Sullivan.

The wheels cut and ripped the ties for over a mile before the cars started to leave the rails and pile up, some on the rails, and some ending in fields along the tracks. One telegraph pole was snapped off but the wires remained intact.

C&EI trains are all radio equipped, and the crew quickly contacted the dispatcher at Villa Grove, to give him the bad news. The front part of the train went on past the highway crossing near the Oral Dolan home, and part of the crew was instructed to take the engines and cars on to Villa Grove.

Damage to the tracbs, back of the rear part of the train, slowed work there for some time, but this part of the train was later pulled back and put on the siding at Chipps.

A wrecker and crew were moved into the job from Villa Grove. Several big bulldozers were trucked to the scene to shift the coal. The wrecked cars were dumped on both sides of the track which runs on a slight embankment at the scene of the wreck. The coal was bulldozed off the right of way, and new tracks were put down so that the line could be opened. The first train went thru about 5 a.m. Sunday, but wrecking crews still have considerable work there.

Hundreds of new ties were dumped along the tracks back to the Chipps elevator, and track crews have a long job ahead of them, replacing all the ties that were damaged by the derailed car.

The Warren Suhl family lives a short distance east of the wreck, and Mrs. Suhl and two daughters were home at the time. Mrs. Suhl heard the noise and ran thru the house to the front porch, where her daughters were, and in time to see the cars still piling up "like dominos" and with a big cloud of dust and dirt rising above the scene.

No injuries were reported as a result of the accident. The C&EI is now owned by the Missouri Pacific, but operated as a separate line.

Two Fires In Sullivan During Time of Storm

Sullivan had its first major fire in many months when the Loren Neighbors residence, on West Hunter street, was destroyed by fire, last Friday morning, in the midst of the blizzard.

Falling limbs Thursday h shut off the power to the Ne bors home, and the family gone to the Leslie Neighbo al home to spend the nig

Around 4:30 a.m. Fr the west wall of the Neighb home in Sullivan blew out, and the house was in flames almost immediately. The blast blew the wall into and over the fence of the nearby Ryherd trailer court, but there was no damage there.

Sullivan fire trucks were quickly at the scene, and got the flames under control. About 6:00 a.m., the fire broke out again and had to be soaked down again. When the wall on the east side of the house collapsed, it broke off the gas meter, allowing the gas to flame high. About 9 a.m., city gas department employees dug down into the street in front of the house to the main line, and shut off the line to the Neighbors house.

house and all its contents a total loss. Mr. Neighbors employed by Larry Coffee, Inc., id he is also assistant supervisor for Sullivan township.

Friday afternoon around 5:00 o'clock, firemen were called to what is known as the Wm. Gritzmacher home on Hagerman street in the north part of town. Fire had started in the north wall of this house and burned up into the attic, causing a tremendous amount of smoke. Several hose lines were run to extinguish this fire.

The north part of the house was damaged by fire, and the rest of the house and furnishings had smoke damage.

The house is used occasionally by the former Mrs. Gritzmacher, who is now Mrs. Bridges of Strasburg. No one was at home at the time.

The cause of this fire is not known, as electricity was shut off at the time, from the ice storm.

The Sullivan Pro

1856 — 110 YEARS OF SERVICE TO THIS COMMUNITY — 1967

Byron Brandenburger, Publisher

Sullivan, Moultrie County, Illinois, Thursday, February 2, 1967

Huge Clean-Up Job Is Underway Following Midwest Ice and Snow Storm

What is described by some as the "Once in a Century" storm, struck central Illinois last week end—with Sullivan right in the middle of it!

Possible freezing rain was forecast for Wednesday night. The day itself was overcast with a threat of snow from the grey skies .The storm started off with sleet rattling off windows and roofs some time during the night. This soon turned to rain, and in turn, changed to a downpour that froze as it fell. The temperature was about two degrees below the freezing mark, and that was enough to make ice quickly form on trees and wires.

The first indication of trouble in Sullivan was when some power circuits went off around 5:30 a.m. Early rising residents, who were uptown, got indications that troubles were spreading rapidly, when power in the uptown district failed around 6 a.m., leaving the entire city in darkness. Basements flooded from the heavy

In Sullivan, power lines to homes were simply connected in any way possible, in order to restore power and heat. Complete restoration of the city power system will take a long time.

Many trees in the city were damgaed or destroyed, and the city has issued notice that all such storm debris will be hauled away if placed on the boulevards. The city will not pick up material in yards or other private property. In addition to tree limbs on the ground, there are many limbs still broken but hanging high in trees, and additional damage to trees and shrubbery will doubtless appear later.

Most local stores remained open Thursday, operating by candlelight in some cases. The Brown Shoe plant was closed Thursday and Community Industries and the Candy plant were closed down most of the day, due to intermittent power.

Local rest homes had troubles, due to intermittent power, but were able to take care of the situation. The "homes" were not evacuated, due to the storm, as was reported at one time.

In addition to damage to power and telephone lines from falling trees, those trees caused considerable damage to homes in the area. Falling limbs punched holes in roofs. The ice damaged many TV antennas, and in some cases, those too came down and punched holes in roofs.

General Telephone company reported it had an estimated 300 rural phones, and 150 city phones out of service at Sullivan, as the result of the storm. There were about 250 poles down—most of those in the country. All toll circuits to Bethany and Decatur remained in operation, as they are now underground. The company has been installing more underlines in the city, and plans to bury rural lines too, some time in the future. Seven crews, with about 20 extra men, were brought in to assist local crews to repair the damage, and most phones were back in service by the first of the week.

Bethany has a new dial system as of last year, and had damage proportionate to Sullivan. The new Kirksville exchange has all lines underground with no damage. The Bruce system, in the process of being sold, has all overhead lines and just about all of these are down. Plans for restoring service there have not been announced.

power in the uptown district failed around 6 a.m., leaving the entire city in darkness. Basements flooded from the heavy rain as sump pumps stopped.

The city had some trouble in maintaining the power line to the water plant two miles south of town, but the city was not in danger of a water shortage such as happened during the big storm of 1959.

All city electric crews, with some added help from local electricians were on the job early and continuously. Power went off and on during Thursday, as circuits were repaired, and then broke again

The Sullivan electric department started a program of building an entire new transmission system about two years ago. New extra heavy primary transmission lines were run on top of new, high, heavy-duty poles, and these lines were largely above the falling tree limbs. The new lines are supported by a steel cable. The new lines were so strong that few of them broke from the weight of ice on them alone. The big damage was done by the ice laden tree limbs that tumbled over the power and telephone lines everywhere in the city. In many places, the weight of tree limbs tore lead-in lines and meters right off the houses, instead of breaking the lines. High winds on Thursday and Friday kept breaking the trees and linesmen were fighting what appeared to be a losing battle everywhere.

Conditions were even worse in the rural areas. The heavy load of ice on power and telephone lines, plus high winds, brought most lines down in a hurry. The new Coles-Moultrie high voltage line to the new Bethany sub-station, built only last year, came down almost everywhere. Poles on the new line did not break, they simply came out of the soft ground, and people living near the line reported a spectacular display of "fireworks," as the high voltage lines shorted out.

Disaster conditions existed everywhere in the area. Lovington, Arthur and Dalton City all supplied by high lines, were entirely without power. Bethany, with its own plant, also had a power failure until lines could be repaired. Practically all REA service was disrupted. Power went off and on in Sullivan.

Help came from all directions. The telephone company called in crews from all over the mid-west and these were aided by men from contract construction crews working on telephone systems in the area. The REA companies called for—and got help from all over the midwest.

Power companeis got the main transmission lines up first—in the country, they were simply pulled up and propped and guy-wired in place, to be reset later. Secondary lines were then connected, and finallyy the lines to individual homes. The same system was followed in Sullivan, but very few of the main lines came down here. The majority of line damage in Sullivan came from the same old cause — falling trees, which littered yards and streets.

Warmer temperature Saturday started melting the ice and still warmer weather Sunday took much of the load from the trees and wires.

Schools were dismissed in Sullivan, as well as in most of the area, both Thursday and Friday. Families, who had no power or heat at home, went "visiting" with more fortunate neighbors and relatives. Local stores did a

Record Blizzard Closed All Highways In Central Illinois First of the Week

A driving, blinding snow storm, that started slowly Saturday evening and didn't end until Monday morning, shut Sullivan off from the rest of the world. The blinding snow, driven by high winds from the north and east, closed every state highway and every rural road out of the city.

The storm was originally forecast as a rather mild one, consisting of light rain, changing to snow, and only with a small accumulation of snow. However, the storm gathered intensity as it continued, and the wind reached an estimated velocity of 40 MPH or more, until Monday morning.

City, township and state highway crews fought a losing battle to keep the highways open, and finally attempts to keep the main highway in the country open were abandoned Sunday evening.

Motorists were stranded everywhere. Cars were abandoned in snow drifts, in ditches—whereever they stopped, and people in them were taken to nearby towns, or to farm houses in some cases.

State routes 32 and 121 were both blocked in all directions by Sunday afternoon. County officials barricaded all the highways near the city limits to try to keep traffic off, due to the dangerous conditions, but a few persons still tried to get thru—unsuccessfully.

Route 32 south was reopened Monday afternoon. Route 121 east to Mattoon was open for a short time Monday morning, but drifted shut again that afternoon. Traffic from Mattoon to Sullivan had to come around thru Arcola and Arthur. Tuesday morning, traffic could go thru Windsor and then to Sullivan.

Route 121 between Sullivan and Bethany had one of the worst blocked places in central Illinois, at what is known as the "Horn Timber," near Dunn. Here, the road goes thu and over several small hills, and thru heavy timber, and the snow piled up here in what some officials called "the granddaddy drift of them all". At one place, snow was drifted almost 17 feet deep, and at least six cars were buried in the drifts.

The road to Mattoon was opened Tuesday afternoon, and heavy bulldozers finally broke thru drifts at Dunn around

MORE ABOUT

SNOW STORM

(Conttinued from Page One)

midnight, Tuesday night to open that road.

The blockage there started on Sunday morning, when a car driven by Dennis Love of Rockford, slowed down, and was struck from the rear by a state truck driven by Bill McKinzie of Decatur, a mechanic for the highway department. This started a chain reaction that involved five cars and the truck all piled together.

Mr. Love's mother, Mrs. Hull, of Harrisburg, suffered a fractured neck and pelvic bone in the accident, and was taken to the Mattoon hospital for treatment. Officials had considerable difficulty in getting her to the hospital.

Roy Hall, 23, of Streator, also suffered facial injuries in an accident, and was treated here.

Sunday evening, a call was sent for a physician, from Lovington. A Sullivan doctor and a nurse were taken there in a Moultrie sheriff's car, preceded by a snow ploy, and the doctor delivered a new member to the family at Lovington, with no difficulty.

Sheriff Glen Braden reported that there were at least eleven wrecks during the height of the storm, but that reports concerning the wrecks have not been filed as yet.

There are many stories of families being stranded on the highways, and even in towns. At Bethany, a bus was stuck, and the passengers and other travelers were taken to the high school, where they were cared for over Sunday night. There were 30 persons at the school, with possibly others in private homes.

Here in Sullivan, officials directed stranded travelers to the motels until they were quickly filled. Others were cared for at the county jail, and still others

the county jail, and still others at homes.

Week end visitors in Sullivan found themselves staying here for a few extra days. Persons from Sullivan, who spent the week end away were also in the same situation.

The Sheriff's office also reported that Sunday evening, a car bearing a man, woman and child, went around the barricade west of Sullivan and headed west on Route 121 towards Bethany. This car was soon stuck in the snow at the timber, and the three persons stayed there until the next morning, when they finally managed to flag an Illinois Central freight train and were brought to Sullivan, where they were treated for exposure.

City and township snow plows operated continuously. The city streets were kept open even though only for one way traffic at many places. The same was true for the rural highways.

Schools were closed entirely Monday, but reopened Tuesday, with many absent, including both teachers and students. The school busses operated only on a limited schedule due to many highways still being blocked..

Tuesday morning, city street crews, with reinforcements, started removing the huge piles of snow around the square and hauling them away.

The Brown Shoe Company plant and the Community Industries plants all opened Monday morning. The Brown plant closed the middle of that morning, as there were not enough employees there to continue operation. The Community Industries plants were open all day, operating with skeleton staffs.

Mail service to and from Sullivan came to a complete halt by Sunday afternoon. There were no deliveries of mail to the local office at all Monday. The first mail truck to reach the city was from Mattoon, Tuesday morning, and this came by detouring from the regular route.

There were no deliveries of any kind to local stores on Monday. Bread supplies at local stores were exhausted early Monday. Some bread from out of town bakeries reached Sullivan Tuesday morning, and by Tuesday afternoon, other trucks were reaching the city. Even though wholesale grocery trucks were unable to reach the city for some time, there were no real shortages.

Many Sullivan firms were slow to open on Monday—some remained closed for part or all of the day. All were open by Tuesday.

Wind tears Down

Farm Crops; City Assists in Clean-up

The June 22 1956

Damage estimated at $35,00 to $40,000 was done in the Sullivan community Tuesday evening when it was hit by a severe wind and rain storm. The storm fury of almost tornadic proportion lashed the community for 30 minutes between 5:15 and 5:45 p. m. Trees were uprooted and broken tree limbs lined the streets blocking passage in many places. Rainfall recorded during the storm varied, with 3.4 inches in the north and west part of the city and rural community, and 2.5 inches recorded in the south and eastern sections.

The most severe damage to trees was centered in an area from Jefferson street north. No fires resulted from the storm but the department answered several calls to assist in removing electrical wires that were flashing. Workers of the city light and power department toiled throughout the night, assisted by all local electricians, trying to restore power and lights in all parts of the city.

Workmen continued repairs to power lines in the hardest hit area but it was impossible to have power completely restored to all residents on Wednesday.

City Employee Receives Shock

Herschel Kirkwood, a city employee, received a severe shock when he touched a "hot wire" in removing a tree limb. Mr. Kirkwood had on safety gloves but felt the shock through the covering. He was able to continue work later in the evening.

Commissioner Bert Condo said Wednesday: "The city will assist property owners in removing tree limbs and debris as much as possible. We will work as fast as possible and hope residents will cooperate in waiting until we can clear debris in their neighborhood."

Automobiles belonging to Leon King, Floyd Punches and Mr. and Mrs. Dudley Hitte of Nashville, who are guests in the home of Dr. and Mrs. George Roney, were damaged extensively by falling limbs. The cars owned by Russell Slover and Paul McWilliams received minor damage.

Plate Glass Windows Out

The storm blew out plate glass windows at the First National bank, Index Notion Co., Moultrie Service Co. and the Earl Walker Co. Windows were blown out of the second story of the buildings occupied by the Sullivan Fashion Shop and the Cummins Hardware.

Damage to merchandise and equipment in the stores where windows were out was minor. Clothing was saved from damage by Earl Nichols when the roof of the Mammoth Clothing Co. began to leak and water literally poured into the store.

Plant operation was resumed Wednesday at the Sullivan Dairy after the wind damaged the smoke stack at the pastuerizing plant. Employees of the firm were able to patch the stack for temporary use following the storm.

Numerous homes were damaged slightly by the falling debris. A porch at the Tom Cummings residence on Blackwood street was damaged. Tree limbs fell across the homes of George Riley, Jim Pifer and Ed England. Chimneys were down at the James McLaughlin and Ivan Schrodt homes. A large tree blew over the double garage at the Leslie Horn residence. The roof of the building was damaged and the building was moved from its foundation. Numerous television antennas were damaged. Two windows were blown out of Lowe school. No other school buildings were damaged. The men's bath houses near Wyman lake were demolished when three trees at the lake edge uprooted and smashed the buildings.

Hail Damages Crops

In the county hail damage was reported north of Windsor and light hail accompanied by heavy rains was reported in the Lovington vi-

(Continued on page 5)

Storm . . .

(Continued from page 1)

cinity. Property damage included destruction to sheds at the John Elder and Art Alumbaugh farms and other minor farm building damage in that vicinity. Fallen trees and large limbs blocked the highway near the Bill Seitz farm. Large limbs were blown on to the highway from trees on the Carl and Don McKown farms northwest of Sullivan.

Crop damage could not be given a fair estimate as reports continued to come in to the insurance agencies all day Wednesday. Water damage was the highest on the lists. Farmers believed corn blown down would straighten and damage upon opening for the day's business to that crop would not be as great as feared. Soybeans were generally unharmed except in cases where ponds of water were standing in the fields. Wheat and oats crops which are so near harvest were flattened and received the greatest damage.

Damage Claims Are Numerous

Power lines were damaged south of Sullivan and milking was done with the aid of tractor power at the Clyde Patterson Jr. farm Wednesday.

Insurance agencies in Sullivan were receiving reports of damage upon opening for the day's business Wednesday. The damage reports were numerous and ranged from $4 to $600 damage claims.

By 11 p.m. Tuesday night all main streets were cleared for travel. Several power saws were put to work cutting up the trees and limbs with the street and park department employees working late to clear the streets.

For results—Try the Classified.

Ca late 1930's

THE DAILY JOURNAL-GAZETTE AND COMMERCIAL-STAR, MATTOON, ILLINOIS

Scenes of Destruction Wrought by Allenville Cyclone

Here are five scenes of the destruction left in the wake of the cyclone which swept 11 cars of an Illinois Central train off the track near Allenville Tuesday evening and demolished the nearby home of W. H. Elzy.

Upper left—Shows three box cars tumbled on top of each other. What looks like the family laundry in reality is part of the metal roof of one of the cars.

Upper center—Shows, in the foreground, an Indian corn field ruined by the wind, typical of many others in the same area, and in the background, an Illinois Central wrecking crane lifting one of the derailed cars.

Upper right—James Roszine stands beside the Elzy automobile, only a few months old, which was demolished when the cyclone hit the garage in which it was kept.

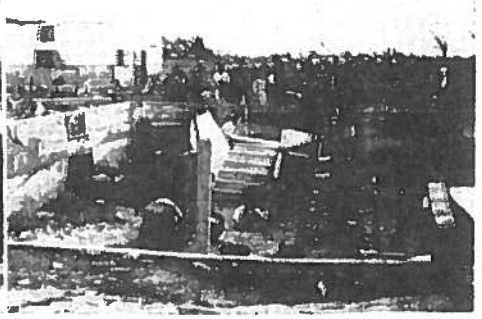
Lower left—Shows where the Elzy home, owned by Mrs. Leona Townley of Mattoon, stood before it was shoved off its foundation and blown to bits. Members of the family, seeing the approaching storm clouds, ran to the basement and sought refuge in a corner. Debris near the steps shown in the background of this picture, fell around them, but they were uninjured.

Lower right—The wreckage of the house and part of its furnishings, dropped by the cyclone in a comparatively small space about 100 feet east of the foundation.

Progress Pictures Taken Day After the Tornado

22 July 1938

West view of Lloyd Lilly place east of Allenville. In the foreground is the garage. The walls were torn out and the roof rested on the car, which was not badly damaged.



View of the place where the Hurl Elzy house stood. The basement and foundations can be seen. The Elzy family was in the northwest corner of this basement when the house left. The barn can be seen in the distance. The twister picked the house clean off the foundations and then tore it to pieces.

June 12th 5th War Loan July 8th

U. S. War Bonds Are The Best Insurance Against Bondage

THE SULLIVAN PROGRESS

Back the Attack! BUY MORE THAN BEFORE 5th War Loan

BYRON BRANDENBURGER, EDITOR — SULLIVAN, ILLINOIS, FRIDAY, JUNE 23, 1944 — 23 June 1944 — 88TH YEAR. NO. 25

With The Colors

(The foloving is, in part, a letter from Capt. Oscar Holzmueller, stationed somewhere in Italy, to his wife in this city, and received by her this week.)

June 8, 1944

Back again, after three days. I'm sorry but you surely know why I haven't written you lately. We have come a long way in the past two weeks, and so we have

Captain Oscar Holzmueller

had very little spare time. In fact, I haven't averaged four hours sleep a night.

It is over now, so we will all have a chance to catch up on that much needed sleep.

It is only nine now, but I plan on hitting the hay just as soon as I finish this. You are a lot more important right now, though.

I know you must have worried a lot, after you read of our push to Rome. That is why I am writing you at the earliest possible moment, to assure you that I am okay and safer than ever before. For at present, we are having a rest period. If you worry for the next few weeks, it will all be in vain.

You couldn't guess in a hundred years where I am as I write this. I only wish that I could tell you, but of course, I can't. I'll say one thing. I have certainly seen a lot again.

When I saw some of these things in history books, I never dreamed that I would someday see them with my own eyes.

There are some wonderful sights around this section of Italy. Maybe the censors will loosen up a little later on, and then, I'll tell you all.

I guess it is okay to tell you this though. I have had my picture taken quite a few times. Now don't jump to any conclusions, for I didn't do anything wonderful. It just happened that I was present when all the movie outfits started cranking up their cameras.

Of course, there are others of greater importance in the foreground, such as a few generals, but I did my little bit. I only hope that they show them in Sullivan some time, for I really want you to see them.

I can also tell you that it was a presentation of awards to officers and enlisted men. I can't tell you where, or when it was, or who was present, but I was not one to get an award. You see, I am just a common every day soldier.

Luckily, I was chosen to command a company composed of French, English and American troops. I still have command of this company and am happy for that.

If things go as planned, maybe I'll get in the movies again soon. You didn't know your hubby was an actor, did you?

Enough said on that. In fact, maybe I said too much for the censor to pass, but let's hope he lets it go through.

To be truthful, I don't know what we can or can't say right now, so it is more or less a hit-and-miss proposition.

Well, I guess we here in Italy are taking a back seat in the news papers, since the big invasion has started. Oh well, we had our share of it, a few months ago, at Anzio. How I hope that everything will go as planned over there! For I think if it does, the war will soon be over. Won't that be the day of days though? I can hardly wait for it to become a reality.

When it does end, there is no telling how long they will keep us over here, but at least you will

(Continued on page 3)

Lt. Richard W. Booze, attached to the 9th Air Force, somewhere in England, was awarded the Distinguished Service Cross recently, for being "instrumental in the successful execution of one of the most extensive low altitude photography assignments ever undertaken over enemy territory".

He had previously received the Three Oak Leaf Cluster, and the Air Medal.

Richard, or "Dick" as he is known by his friends, is a grandson of Mrs. Charles Booze of this city, and visited here several times each year before going into service. He is a son of Mr. and Mrs. Mack C. Booze of Cincinnati, Ohio. He has been abroad for almost two years. The Booze's have three sons, all of whom are in the service of their country.

—v—

J. W. Landers and Donald Hamblin have received orders to report to Mississippi college at Clinton, Mississippi for training in V-12 (A). They will leave here Thursday, June 29th.

Donald Hamblin is the son of Mr. and Mrs. Ed Hamblin, who reside north of this city. J. W. Landers is the son of Mr. and Mrs. Victor Landers. Both boys were members of this year's graduating class of the Sullivan township high school, and have been helping their fathers with the farm work since the close of school. Hamblin was Salutatorian of this year's class.

—v—

Sgt. Max Steele, son of Mr. and Mrs. Cecil Steele, has received a medical discharge from the U. S. Army. Sgt. Steele has been confined to the hospital at Camp Phillips, Kansas for the past three weeks.

Sgt. Steele has been in the army for the past 16 months and was stationed in Washington state and in Louisiana, before going to Camp Phillips. He has been with Co. L, 114th Infantry, 44th Division.

—v—

Lee Rhodes, who is in V-12 training at the University of Illinois, came Wednesday and will be home on furlough until July 1st. He is being transferred to DePauw university at Greencastle, Indiana, and expects to be in training there for the next eight months. He will then go to a midshipman school and when he completes his studies expects to receive his commission.

—v—

S 1/c Gerald Watkins left Thursday for Marquette, Michigan where he expects to be located permanently. He is in the Coast Guard and has been in Hawaii for twenty months, and was home on a thirty day furlough. His wife expects to join him there shortly.

—v—

Sgt. Jack Sona, of Romulus Field, Texas, accompanied by his wife, arrived Monday for a visit with his father, Henry Sona, also his uncle and aunt, Mr. and Mrs. F. D. Sona. Sgt. Sona returned from Italy, May 29th.

—v—

S 2/c Bob Peadro was transferred from Great Lakes last week to San Diego, California, where he is attending Sound and Radar school. After he completes this course and graduates, he will be given the rating of Chief Petty Officer.

—v—

Pfc. Wayne Bragg, stationed at New Orleans, Louisiana came Sunday and visited his grandparents, Mr. and Mrs. Charles Kenney, leaving for his post the next day. He is in the Army Transportation Corps.

—v—

Charles Taylor Ph M 3/c, formerly stationed at Memphis, Tennessee called his wife by long distance Monday evening and stated that he had been transferred Wednesday to Fort Worth, Texas.

—v—

John Tichenor has completed his boot training at Great Lakes, Saturday and is visiting his wife, who is staying with his parents, Mr. and Mrs. Webb Tichenor, while he is in service.

—v—

Staff Sgt. Wallace Henson spent five days last week visiting his mother, Mrs. Ruby Henson, here. He is now stationed at the Army Air Field, at Gulfport, Mississippi, where he is an instructor.

—v—

Prt. Steven N. LeCrone, husband of Mrs. Steven N. LeCrone of route 3 of Sullivan, Illinois, has been promoted from the grade of Private to that of Private First Class at the Army Service Forces Training Center, an Army Service Forces installation commanded by Colonel

(Continued On Page 3)

Tornado Does Thousands of Damage Last Sunday Night

MORE WIND AND RAIN HITS SULLIVAN WEDNES. AFTERNOON

Heavy rain storms struck Sullivan and vicinity again, Wednesday afternoon. A high wind accompanying the rain blew down a few more small limbs, but caused no other damage.

Thomas Murphy Married In Tucson, Arizona

Miss Dorothy Hilligoss and Thomas Murphy were married in Tucson, Arizona Wednesday morning at 8:30. The single ring ceremony was performed in the First Christian church by Rev. LeRoy Kinzer.

They were attended by Miss Helen Bland of Robinson, Mrs. G. F. Crane and William Dedman of Tucson.

The bride is the daughter of Mr. and Mrs. Clark Hilligoss of Windsor. She attended Eastern Illinois State Teachers college and has taught the second grade in the Flowers school in this city for the past few years.

The groom is a son of Mr. and Mrs. Leo Murphy, and was graduated from the University of Illinois. He received his medical discharge from the army several months ago.

He is employed by the Southern Pacific, and after a honeymoon trip to New Mexico, they will reside in Tucson.

DISTRICT AMERICAN LEGION MEETING AT MATTOON, JUNE 25

A meeting of the 19th district of the American Legion will be held Sunday, June 25, at 2 p.m., at the Masonic Temple, in Mattoon.

Awards to the various posts for outstanding work during the year will be made at this time. There will be entertainment by men from Chanute field.

Service men from World War II are invited to attend.

WAR MOTHERS MET THURSDAY NIGHT

The American War Mothers met Thursday night, June 15th, in the Junior Woman's Club room.

The Charter was presented by Rev. H. L. McKinley, pastor of the Church of God, and accepted by Mrs. C. E. McFerrin, the President. There were sixty names to be placed on the Charter and two members have been taken in since it was closed.

Mrs. McFerrin gave a report from the State Board meeting in Chicago, which she attended.

SULLIVAN SOLDIER RECEIVES DISCHARGE

Carl Barclay has notified his parents that after spending several months in a hospital in Italy, with leg wounds, he was given his medical discharge May 5. While in the hospital, he submitted to several skin grafting operations.

He is the son of Mr. and Mrs. C. C. Barclay of this city, and has been with the armed forces in Italy.

VISITING HERE

Mrs. Ben Hall and son of Clinton, are spending several weeks here with Mr. Hall, who is employed by the American Express. Mr. and Mrs. Hall have been unable to find a residence in this city, but plan to move here as soon as possible.

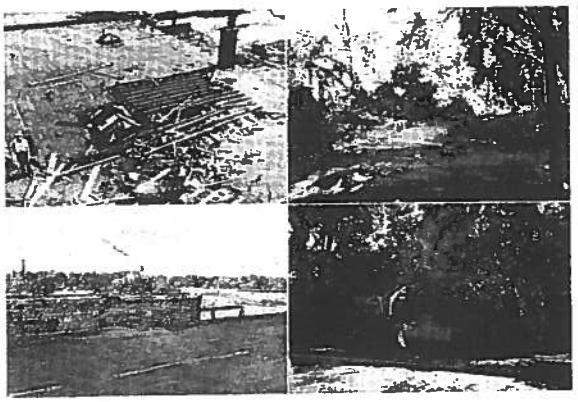
HAS OPERATION

Mrs. Eva Conard spent from Friday to Sunday in Champaign, with her daughter, Mr. and Mrs. Don Lane. Mr. Lane submitted to an operation for appendicitis in the Mercy hospital in Champaign, Saturday, and is doing nicely.

AT ROCHESTER

Dr. S. J. Lewis left for Rochester, Minnesota, Wednesday, to be with his wife, who expects to submit to a major operation there, (today) Friday.

Dr. Lewis expects to return home Saturday.



Upper Left—Roof of the Masonic hall, lying on top of the Tom West Chevrolet Sales, Skylights were smashed, and the roof was damaged.

Lower Left—Roof of the Masonic building, looking toward the south wall. About a fourth of the entire roof was ripped off, and carried over the back of the building.

Upper Right—East Harrison Street, looking toward the Christian Church.

Lower Right—Big Maple tree on the roof of the Charles Booze property, across from the Shoe Factory. One room of this residence was smashed. *Progress Photos.*

Sunday night, Sullivan was hit by a small tornado that caused thousands of dollars of damage, and left the town crippled for many hours.

The storm struck shortly after ten o'clock. It was preceded by an electrical display—seeming at first to be only a thunderstorm. The roaring wind struck in the west part of town, mostly along Jackson and Harrison streets, sweeping eastward towards the uptown. Near the Farm Bureau it veered south, turning eastward by the Brown Shoe Factory, and then proceeding east and north, lifting at the northeast corner of town.

By some freak, part of the twister struck the uptown, lifting about a fourth of the roof on the front of the Masonic Hall. The roof was blown over on top of the Tom West Chevrolet Sales, on the north side of the block, causing damage and breaking skylights there. Chimneys and bricks from the walls of the Masonic building fell on both sides. One big piece broke through the roof of the building on the west, occupied by Dunscomb's Furniture and the North Side Clothing store. One piece knocked part of the cornice loose on the front part of this building. On the east side, more bricks smashed into the roof of the building occupied by the Victory Restaurant.

The Masonic building suffered the most damage of any. In addition to removing part of the roof, the rest of the roof was weakened. On the first floor of this building, some damage was done by water to the stocks of the Hankla Grocery, and to the Buxton Style shop. Considerable damage by water was done to the lodge room, on the top floor, which was completely rebuilt and redecorated about four years ago, and to the other Masonic rooms on the second floor.

A survey of the city, Monday morning showed many streets blocked in the east and south parts, by falling trees. Huge trees, most of them of the soft maple variety were split, and blown over. In some cases, trees were uprooted, and in places, all the limbs were stripped from the trees, leaving the trunk, and stubs of the limbs. Some streets were filled with fallen trees, from one side to the other. City employees using trucks and tractors, hauled away the shattered trees clear to open roads.

The city light company was hard hit. Falling trees snapped wires and poles. All power in the city went off about 10:30. Some lines were cleared, and power service resumed about 1 o'clock Monday morning. Service was slowly resumed Monday, as wires were cleared and restrung. The Illinois Central Telephone company has most of its main lines underground in the city, and suffered less damage accordingly. Rural telephone lines were down in many places however.

The greatest residential damage was across the street, east, from the Brown Shoe factory. There, a big tree fell on the Charles Booze property, crushing one section of the house. Across the street, and east, another tree fell on the house owned by Mollie Lee, a block east of the factory, crushing part of the house. Many windows were blown in or broken by falling trees. The torrential rain that accompanied the original storm, was followed by an even heavier rain, which caused additional damage on homes and stores where the roofs had been damaged.

On West Harrison street, the plate glass window on the Martin Watch and Jewelry shop was completely smashed, and across the street, the plate glass window in George Roney's office was partially broken.

No deaths were caused by the storm, but several were injured. Mr. and Mrs. Les Dunscomb and children of Marion, Indiana, are visiting at the home of his parents, Mr. and Mrs. E. O. Dunscomb. The wind smashed a big window at the Dunscomb home, and the three children suffered a number of cuts

Continued on Page 5

Mont Ballard Passed Away Decatur Hospital

Mont Ballard passed away at 11:45, Sunday morning, in St. Mary's hospital in Decatur. He was a retired farmer.

He was born July 4, 1864 in Williamsburg, and spent most of his life in the Cadwell vicinity. He moved to this city in 1942.

On November 18, 1884, he was united in marriage with Hattie Harding. She preceded him in death.

Surviving him are three daughters: Mrs. Blanche Pope of Danville, Indiana; Mrs. Flora Payne and Mrs. Bess Lynch, both of Decatur; and three sons: Wilbur of this city; Bert of Decatur; and Earl of Peoria. He also leaves four sisters, Mrs. Florence Kenney, Mrs. Ida Freeman, and Mrs. Martha Enterline, of this city, and Mrs. Blanch Taylor of Clinton, and a brother, Harlow Ballard, of Kansas. There are eleven grandchildren and six great-grandchildren.

Funeral services were held Tuesday afternoon at 2 o'clock, at the McMullin Funeral Home, conducted by the Rev. W. B. Hopper.

Interment was in the Arthur cemetery.

PICNIC BIRTHDAY DINNER SUNDAY

A group of folks from this city went to a Decatur park, Sunday, where they enjoyed a picnic dinner, in honor of Lowell Donnell's birthday anniversary.

Those present were, Mr. and Mrs. Edgar Donnell, and Wilbur, Mr. and Mrs. Floyd Donnell and Judy, Mrs. Lyman Donnell, and Mr. and Mrs. Lowell Donnell, Estel, Wayne, Gary and Bonnie.

SENT TO FARM

T. C. Ferguson, of Neoga, was arrested recently and charged with passing a bad check. He was sentenced to serve six months in the State Penal Farm at Vandalia, and local officers took him there, Tuesday.

PURCHASE RESIDENCE

Mr. and Mrs. Tom West purchased the large brick residence known as the John Elliott place, on West Harrison Street, Monday. The place is occupied by Mr. and Mrs. R. W. Kanstiner at the present time.

RESIDENCE IS SOLD

The Carnine property located on West Harrison street and occupied by Mr. and Mrs. Clarence Janes and family, was sold Saturday to Mr. and Mrs. George Gifford.

NEW SUPPLIES

New supplies for the Red Cross Surgical dressing work have been received, and work at the local room will be resumed, Tuesday.

SULLIVAN STORES TO HAVE HALF DAY HOLIDAYS

Effective this week, practically all Sullivan stores are closed every Thursday afternoon.

This plan was used last summer to allow merchants and employees a summer vacation, and will again be in effect until further notice.

Since The Sullivan Progress is in the group, it is necessary that the paper be printed on Thursday morning instead of afternoon, as was previously done, and we must therefore ask that correspondents and advertisers please get their copy in a half day earlier than before.

County Lags In 5th War Loan Bond Purchases

Tentative reports on the Moultrie county 5th war bond drive show that only about one third of the county's war bond quota has been filled. The county quota is $352,000.00. Reports on the progress of the drive are not yet available, but will be by next week.

So far, only 23 of the 83 rural districts have been turned in. The drive closes July 8, and all solicitors are urged to complete their work by July 1.

In Sullivan, the War Mothers club is planning to make a house to house canvass soon.

In addition to this, the Sullivan Kiwanis club has challenged the Lions club to a bond selling contest, the winners to be entertained by the losers. Members of both clubs are making an active selling campaign now.

The Brown Shoe company has advised the local war savings staff that $25,000 in war bond purchases by that company has been allotted to Sullivan in this drive.

WM. COURTRIGHT WON SECOND PLACE

Bill Courtright received a wrist watch, $40.00 in cash, and second place in a Chicago radio contest held recently. The winners of this program were announced last Sunday. He is 70 years of age.

UNDEWENT OPERATION

Lee Taylor went to St. Mary's hospital in Decatur, Sunday and submitted to an operation there, Monday.

FIRE AT KIRKSVILLE

An oil stove flared up, Sunday morning, at the Kirksville grocery, causing damage from smoke.

Special Service This Sunday For Sullivan Soldier

A special military service will be conducted at the close of the morning worship service in the First Christian church next Sunday morning, June 25th.

The Air Corps Medal for meritorious service in action over enemy territory will be awarded to Dr. S. J. Lewis, Sr., father of Lt. Samuel Jack Lewis, Jr., of the U. S. Air Corps, who has been reported missing in action over Germany.

All military organizations of Moultrie county are invited to attend this service in a body, dressed in uniform, and all members of the church are urged to be present.

Services will begin at 10:30 a.m. and the special service will come at the close of the worship service and will last approximately ten minutes.

The following program will be presented:

Presentation of Colors—American Legion and Illinois Reserve Militia.

Solo—"Coming in on a Wing and a Prayer," Mrs. G. R. Fleming.

The Award—Captain Charles H. McFarland, Commander Area "K", 6th Service Command of the U. S. Army, officiating, will introduce the special delegated officer of the U. S. Army Air Corps, from Chanute Field, who will make the presentation to Dr. Lewis.

Hymn—No. 558, "America".

Retirement of the Colors.

Benediction.

Postlude.

Prayer.

OLD BLACKSMITH SHOP IS PULLED DOWN

The old blacksmith shop, back of The Progress office, formerly occupied by Herman Lambrecht, was pulled down Monday evening with tractors.

The old building had been threatening to fall over for some time, and was ordered torn down, as it was dangerous.

WILL ENTER NURSES TRAINING SOON

Wilma Murray, daughter of Mr. and Mrs. Paul Murray, has been accepted for training as a nurse's cadet and expects to leave August 14th, when she will begin her training in a Decatur hospital.

She graduated from the Sullivan township high school, class of 1943, and is a stenographer in the offices of the Brown Shoe factory.

ASKS DIVORCE

Wilbur F. Hilliard filed suit for divorce June 20, from his wife, Vera Hilliard on grounds of desertion.

81ST YEAR NUMBER 28

Wrecks Elzy Buildings - Corn Badly Damaged

Twister Comes Out Of The East Tuesday Evening, Swept Through Part Of East Nelson Township. Red Cross Takes Hand To Aid Victims.

Many Farms In Path of Storm

"From our corner in the basement, we saw the house raise from its foundation. We saw a streak of daylight between the foundation and the house; next we saw the house lifted about one foot off the foundation and the next instant it was swept clear away. In the meantime, I was holding on to some coverings to try to keep the rain off us."

In this way Hurl Elzy tells of the harrowing experience Tuesday night about 7 o'clock when a tornado totally wrecked the house in which he and his family lived and destroyed most of his household possessions, his farm implements and his growing crops. The place is east of Allenville on Route 121.

Mr. Elzy says that he saw the storm approaching and ran his tractor into a shed. The combine was attached thereto. The wind was sweeping in from all sides and a misty rain was falling. He stood at the garage a minute and then saw that a loft door of the barn was flapping back and forth, liable to be blown his way. On hands and knees he bucked the wind and reached the house. He and his wife and the two children went to the basement, and it was not a minute too soon.

The house was torn all to pieces and parts were scattered over the farm. A new car was demolished, but left setting upright. Another car was picked up by the wind and dropped into a corn field about 40 rods away. It was not damaged.

The shed housing the tractor was swept away and a wheel was torn off the tractor. The tractor was blown in one direction and the combine in another.

Desolate Appearance

On Wednesday morning when

MORE ABOUT—

TORNADO . . .

(Continued From Page One)

blown off, was seen wandering around in a sort of half-dead, dazed manner.

The Train Wreck

At the time the tornado hit the Elzy home, a freight train on the I. C. was passing, coming toward Sullivan. The engineer had stopped the train, but the wind piled the cars on top of each other and some were blown off the tracks. Traffic was tied up for the night on that line.

Wreckers were rushed to the scene and by morning most of the wreckage had been removed. The telephone poles were blown half over and wires were down.

* * *

Telephone lines, generally, in the part of the country where the tornado had whirled its destructive way, were down.

Survey of Damage

The Red Cross has taken an interest in this disaster and Wednesday, Field man Johnson out of St. Louis headquarters, accompanied by Moultrie Chapter Chairman W. C. Ingram and Ed Brandenburger, made a survey of the damage done.

It was found that the storm had swept over the east part of the county and great hail damage was done to growing corn. The tornado seemed to have dropped from the skies east of Sullivan, near where Al Wooley and William Powell live. It came out of the east, and moved toward the south.

Some slight damage was done at the Miller school yard and the Robert Pierce place. Where Roy Ehrhardt lives only a few limbs were blown down. Mr. and Mrs. Ehrhardt were in the milkhouse while the storm blew over.

Neighbors Put on Roof

The George Spaugh 2-story house was in the path of the storm. It tore off the roof and blew in the windowpanes. A bed spread, which blew out of the window, was found quite a distance from the house in a timber lot, next morning. It blew the roof off a big barn, wrecked a garage, corncrib and a brooder house. An orchard west of the house was entirely uprooted. Neighbors and relatives gathered at the Spaugh home Wednesday, and had a new roof on the place by evening.

East of the Spaugh place lives Ira Reed. His corn was badly damaged and there was some damage to outbuildings.

Leeds Place Damaged

At the Susan Leeds farm where the Perry Leeds family lives a front porch was torn off, flues were down. The barn roof and some sheds were damaged and the chicken house was wrecked and about a dozen chickens killed. S

and then she joined him in t place of safety.

Across the road west from Buxton farm in the Monson la planted in corn. The corn was b ly damaged. Mr. Buxton says t this damage was not done by h but by the wind.

On the Monson tenant pla where Jim Pierce lives, consid able damage was also done. Sev al hogs were killed. One was fou in a granary, disembowedel a others were also ruined. An unoccupied house on the Wi Mann place was wrecked.

Other farmers in this locality so suffered some slight damage buildings but more to their co fields.

Near Masonic Home

The hail damage started east Sullivan in the fields of Willi Crist and C. E. McPheeters. Leav were badly shredded, but t crop may not be ruined. At t Home some limbs were blo down and damage to trees w done in the pastures.

At the place where Sam Pur lives and at the Hogue tena place chimneys were blown dow

In many places the roads we temporarily closed Tuesday nig and Wednesday morning until tre and broken limbs could be remo ed. While in places, a heavy dow pour accompanied the tornado, flood damage was done. The co tents of unroofed houses and bar were damaged some.

Nobody Injured

It seems almost miraculous th nobody suffered any personal i jury in the tornado. Hurl El was unfortunate enough to step a nail at his place Wednesda morning and was brought to tow for a tetanus shot.

Will Rebuild

The place where Elzy lives owned by Mrs. Rufus Townley Mattoon. She was in Michiga Tuesday, but was notified an started for home. Her daughte met her in northern Illinois, an she was on the scene about noo Wednesday. The buildings on thi place were practically new, a having been built about four year ago when a dwelling place to th north of it was abandoned. Sh had her loss covered by insurance

Mr. Elzy had some insurance o his household goods, but none o his livestock, implements an crops. His crop prospect is totall ruined for this year, but he plan to continue.

Good Samaritans

Many of Hurl's friends wer busy raising money for him Wed nesday. In some cases this wil go to him direct. Other funds wil be handled through the agency o the Red Cross—every cent raised for this purpose will be used to the

The house was torn all to pieces and parts were scattered over the farm. A new car was demolished, but left setting upright. Another car was picked up by the wind and dropped into a corn field about 40 rods away. It was not damaged.

The shed housing the tractor was swept away and a wheel was torn off the tractor. The tractor was blown in one direction and the combine in another.

Desolate Appearance

On Wednesday morning when daylight came, the place presented a forlorn and desolate appearance. Bedding was scattered here and there. Rugs were wrapped in the wire fences. The top had been blown off the new barn and an old haybarn nearby was totally wrecked and the baled hay scattered.

No One Injured

Mr. and Mrs. Elzy and children were not injured. Two horses escaped injury. A Swiss bull was killed and other cows were injured some. Several hundred chickens were killed when the chicken house was blown to pieces. Dead chickens were scattered among the debris. Here and there some soaked chicken, with half its feathers

to the Spaugh home Wednesday, and had a new roof on the place by evening.

East of the Spaugh place lives Ira Reed. His corn was badly damaged and there was some damage to outbuildings.

Leeds Place Damaged

At the Susan Leeds farm where the Perry Leeds family lives a front porch was torn off, flues were down. The barn roof and some sheds were damaged and the chicken house was wrecked and about a dozen chickens killed. Some damage was done to farm implements in the barnyard.

Some of the oats in shocks in the fields was scattered far and near and the growing corn presented a dejected sight.

Further south some damage was done to buildings on the O. E. Lowe tenant farm. At the W. H. Spaugh farm a big hay barn was unroofed and damage was done to other buildings.

On the Theodore Snyder tenant farm, where the Luther Ethington family lives it damaged the barn roof and wrecked a smoke house.

Scared Foxhounds

The Lloyd Lilly place presented the appearance of a total wreck with the exception of the house, and that too was damaged some. A barn was leveled. A coal shed was blown up against the house. The garage was wrecked but the car in it was not much damaged. A checkup in the morning showed four hounds missing but later in the day all but one returned.

West of the Lilly place is the Sam Shirey farm. Some damage was done to the buildings and more to the growing crops of Vey Osborne the tenant.

The Palo Hall place was in the path of the storm and the house was demolished, pieces were broken and torn to pieces. Pieces of sheet iron roofing could be seen hanging in the wire fences in many places along the storm's path. East of the Lilly place the telephone wires were draped with oats straw.

Freakish Stunts

Orville Buxton took out some insurance on his place Monday of this week. "Now they'll say I had some advance information" he says. The storm here tore most of the barn to pieces. It threw big portions of it across the road into a cornfield. Alongside the road were some 6 x 2 timbers driven into the ground to quite a depth. One piece of timber was driven through a maple limb. Tree tops were lying all around. An apple tree was uprooted and carried across the road. The shed in which his car and truck were stored was blown away but there was not a scratch on them.

Mr. Buxton has a concrete pump pit in the yard near the house. He [illegible] doing some repairs

covered by insurance.

Mr. Elzy had some insurance on his household goods, but none on his livestock, implements and crops. His crop prospect is totally ruined for this year, but he plans to continue.

Good Samaritans

Many of Hurl's friends were busy raising money for him Wednesday. In some cases this will go to him direct. Other funds will be handled through the agency of the Red Cross—every cent raised for this purpose will be used to the advantage of Mr. Elzy and others who may be found in need .

Contributions for Red Cross use in this connection can be left at the First National Bank. Efforts will be made to secure additional funds from the Red Cross Headquarters. Mr. Elzy will need a considerable amount to rehabilitate him and keep him and his family going on the farm.

Mr. Johnson called on Mr. and Mrs. Elzy Wednesday evening at the home of his brother, Dale Elzy, in Bruce and offered them any immediate assistance they may be in need of. Further work along this

Dec 1901

Nov 19
Vol VII
p 109

EXTRA**A DISASTROUS FIRE
Seven BusinessBuildings go up in smoke Sunday Morning.
LOSS ESTIMATED AT $20,000
with insurance of only $8,000...The Graphic plant destroyed.

The long predicted fire has come at last and almost half of the business section of our busy little city has wafted away in smoke.

About 1:30 O'clock Sunday morning fire broke out somewhere inthe rear of Landes Meat Market and Dellarts Restaurant and spread rapidly destroying seven business houses on the east side of Vine Street togethe with nearly the entire contents entailing an estimated loss of $20,000, partly covered by an insurance of about $8,000.

Being at the deaf hour of night the entire row of frame buildings was burning furiously before the citizens could realize what was happeni The alarm was soon sounded far and near however and willing hands fought the flames with might and main but with limited facilities consisting only of buckets.

A fair wind was blowing from the east and for an hour or more it seem that the west side would burn in spite of anything that could be done. Thirteen large plate glass windows were broken by the intense heat and many of them fell crashing to the sidewalk, allowing the hot draught to enter the buildings. Twice did S.A. Vradenburg's frame front catch fire but in both instances fortune favored us and it was extinguished.

The six frame buildings burned like kindling and were soon a heap of ashes, but not so with the Robert Martin structure. This was a two story veneer and was the last victim of the conflagration. It caught fire on the inside burning slowly at first and made an awful heat. Duri the progress of its destruction the fine two story brick hardware store of Jenne and Beckman a building of which Arthur is justly proud, was in great danger and it was only by heroic effort that it was saved. There are five windows on the north side and it was at these the danger lay. The openings were protected by iron fire doors, but despite these the flames reached the inside, burned the wooden casings demolished the glas etc. and were baffled only by the most strenuous effort.

The residence section east of the burned business portion was also threatened, and it was thought for awhile that a portion of it was doome to travel the fateful smoke route with the rest but as in the other instances mentioned the willing workers were victorous. The barn of Uncle Tim Warren just across the alley caught fire perhaps a dozen times and the roof is now but a mass of chared embers.

THE LOSSES

The losses and insurance as nearly as can be learned are as follows:
J.H. Bassett, Graphic printing office, loss $1,800, insurance $750.
Graphic Book Store, H.M. Rigney, mgr. loss $1,250 insurance $700.
Building belonging to T.H. Haney loss $500 no insurance.

Dr. J.B. Rigney, office and contents, consisting of drugs, surgical instruments, library, fixtures, accounts and notes estimated loss $2,000 no insurance.

S.H. Dehart restaurant loss $350, insurance $200. Mrs. Margaret McCo building loss $500 no insurance.

Charles Landes meat market loss $600 insured for $300
Jas. Holston, building loss $1,000 no insurance.

Albert Mann, restaurant and bakery loss $1,800insurance $1200.
Ben Kelly building loss $1,000 insurance $600.

J.W. Barrum drug store loss $2,000 insured for $1,000.--Modern Woodman lodge loss $200 no insurance. Arthur Band loss of cornet, bass drum rack: music etc., $200 not insured. Mrs. Henry and WiH. Reeder building loss $1,800 insurance $850.

H. Warmouth hotel, loss $500 no insurance. Robert Martin building loss $2,000 insurance $1,200.

Jenne and Beckman loss will foot up about $500 fully covered. The damag to R.H. Dormanns wall is estimated at $250. The plate glass demolished is a loss of about $1,300 insured to the extent of $700. Several of the buildings on the west side of the street were also otherwise slightly damaged and there are other minor losses that we have not space to mention in detail.

NOTES...

Editors Stanly of Lovington and Healy of Arcola were over to see the ruins Sunday.

The Graphic book store will have temporary headquarters at Rigney and Hanes dry good store.

Dr. Rigney rented the O.T. Hayes bicycle shop building.

Charles Landes has opened up his butcher shop at E.B. Snyder implement house.

Albert Mann will start up again if he can secure a room.

J.W. Barrum has rented one of the DuVall buildings and will put in a new drug stock.

H.Warmouth, the hotel man is completely at sea, ther being no available room at his disposal. This is the second time Mr. Warmouth has been burned out in ten days and threetimes in two years. He and his family have the profoundest sympathy of every citizen of Arthur.

Rube Morgan has been appointed night watch. A night officer would be retained permanently from now on.

Frank Warren received a fractured rib the night of the fire by falling over a broken wooden awning. D. N. Huckleberry was also hurt, a missle of some description nearly cutting one of his ears off.

Afour pound loaded shell in Dr. Rigney's office went through the blaze with out exploding. The shell was found by Dr Rigney some years ago on the Chicamouga battle field.

The safes in the Graphic office and Landes Meat market were opened soon after the fire and the papers and books found to be preserved though badly scorched.

It is a heavy loss and the dose is hard to swallow but of course it means a bigger and better Arthur in the end.

Robert Dorman's new brick wall certainly protected if not entirely saved the two big elevators.

Will it be rebuilt? This is on every body's tongue. It can be answered in one word, Yes, and much better than before.

The Arthur football team is loser to the extent of six suits and other parafanalia valued at about $12.

J.H. Bassett is secretary of the Central Illinois Editorial Association and all of the books and papers pertaining there to are in ashes.

The Arthur Telephone Exchange lost five phones and the wiring, a total loss of about $100.

Arthur, Il.

Byron Brandenburger, Publisher

See Factures

Hancock, Mrs. Emmett 5-1-60

Moultrie History In Pictures . .

PLANING MILL FIRE IN 1896

It was in November of 1896 that one of Sullivan's big fires occurred. It was the Hagerman and Duncan Planing mill, and the lumber yard, which were then located south of the present Gauger Lumber Company.

The picture was taken from the corner of Main and Water streets, looking toward the southwest, on the day after the fire. The planing mill stood on the corner, and was steam power. The wreckage of the boiler and smoke stack can be seen to the right center of the picture.

The shell of the huge two-story brick house, seen to the left, was known as the Eden Jennings house, and this was a total loss. It was owned by John R. Pogue, and was located approximately where the residence of Mrs. J. E. Sims is now located on South Main street.

At that time, the city had no main water system and people depended on wells and cisterns for home water supplies. The city also had no organized fire department then.

Many of the men in the picture have been identified. In the front row, the man on the wagon to the left is believed to be Charlie Baker; in front of him, West Kuster; William Boyce, next man slightly to rear, is unknown; man with big hat was A. P. Powers; in front of him was Al Burwell, then Jim Wood, Rufus Hagerman (wearing suspenders), Charles Goodman, young man is Ted Hagerman, D. W. Duncan, A. Hagerman, who owns the picture, and Fred LaNue.

Some of the people to the right of the post are Perry Patterson, Joe Wood, Harrison Chaney, Jake Dumond, and J. R. Po land. The heavy man, with mus tache, was a Mr. Harrison, wh at one time was a Sullivan po liceman.

The mill and lumber yard covered most of the block. After the fire, it was moved a block north.

Several years later, the lumbe yard was purchased by O. Gauger, and is still operated b that family. The planing mill now owned by Hagerman ar Harshman, and was establishe at its present location in 1897.

By WILLIAM M. MICHAEL
Herald & Review Lifestyle Writer

You think this winter was bad?

Ha!

You should have seen the winter of 1883-84.

John W. Moreland recalled that winter in an article published April 18, 1926, in the Decatur Herald.

Moreland was a conductor on the Chicago, Pekin & Southwestern Railroad during that winter. The snow piled up so high one day that the locomotive could not push its way through. The train halted near Pekin. Only men with shovels could clear the way.

Col. D.H. Conklin, general superintendent, went to Pekin to hire men to shovel but had no luck even though times were bad. According to Moreland's account:

"In the saloons he found many men, but they would not venture out into the cold. Following the snowfall, the temperature hung about and below zero. Maybe those fellows in the saloon would have taken a drink if they had a chance, but they had no money to spend on liquor. The majority of them were scantily clad. None of them had shoes or boots ... fit to go out and shovel snow in.

"Occasionally a man was found who would make the venture, but the majority of them declined. Later in life Col. Conklin often referred to his experience of that winter, the conditions in which he found those men. The majority of them had been without employment for weeks and the mystery to Col. Conklin was how those fellows managed to exist as long as they had."

It took what men Conklin could entice 10 days to clear the tracks and free the train.

E.A. West, a railroader at the time of the big snow, recalled that the snowfall turned to sleet on some sections of the Illinois Midland Railroad "and made a solid block of ice between the rails."

Near Mackinaw, a locomotive left the rails, broke loose from the train, ran down an embankment and stopped still upright. A salvage crew brought another engine to the site, attached ropes to it and the derailed engine, and pulled the engine up the embankment in the same ruts it had made going down.

You think that winter was bad?

Ha!

You should have seen the winter of 1882.

From the Review of Dec. 8, 1882, comes this report:

"Yesterday was a cold day. The thermometers in several places marked 14 degrees below zero in the morning. But the temperature raised gradually through the day until in the evening when the mercury commenced to fall again. At no time, however, did the thermometer indicate a degree of temperature above zero."

Chickens fell from their roosts

A high wind accompanied the cold. "Chickens exposed to the wind froze and fell from their roosts, while large numbers of ducks, geese and turkeys were more or less frozen," the report said.

School children suffered frost-bitten ears, noses, hands and feet. Water pumps and hydrants were frozen.

You think those winters were bad?

Ha!

Consider the winter of 1876.

"This country has not had a genuine tie-up because of snowfall since I was a young man, and that was many years ago," John W. Knowlton said in a 1926 article in the Decatur Herald.

"I especially well remember March 4, 1876, for I was a green locomotive fireman and had been assigned to a run between Decatur and Pekin on what was the Pekin, Lincoln & Decatur (Railroad)," Knowlton recalled.

Knowlton was firing the boiler on a small locomotive pulling three passenger cars through the deep snow that had fallen the night before when the train came to a 15-foot deep "cut" (a passage between two high banks). It was full of snow. The train became stuck.

Snow fell and the wind blew. "By night, only the tip of the smoke stack of our locomotive and the tip of the whistle showed above the snow," Knowlton said. And water for the locomotive's boiler was running low.

"We had just enough water left so that we could keep steam to avoid freezing all the pipes," Knowlton said. "We slept in the coaches that night."

A locomotive that had been trapped at Bearsdale pushed through to Knowlton's stranded train in the morning. The rescue train had a caboose full of men who jumped out and shoveled the tracks clear when the rescue train bogged down. They eventually freed Knowlton's train. Both trains made it to Emden, where water supplies were replenished.

The night was cold and the railroad men resorted to a little thievery to augment their dwindling supply of coal to fire the boiler. They uprooted and burned a farmer's fence posts.

In the morning, the two engines, with the caboose between them, headed for Decatur. Near Mount Pulaski, both engines became stuck. "The pushing and jerking broke the coupling bar on our engine so that the lead engine ran away and left us," Knowlton recalled.

"When we did get together, it was with a whack that frightened the section men so much that every one of

You should have seen the "Sudden Freeze" in late 1836.

Various accounts list the date of the quick freeze as Dec. 20, 1836; Jan. 1, 1837, and the winter of 1836-37. Despite the dates, the accounts are similar.

Just how far the temperature fell on what started as a fairly warm rainy day is uncertain because nobody recorded it. One early account — surely exaggerated — said the temperature dropped 100 degrees in five minutes. Another said it went from 40 above to 30 below. The sudden north wind that brought the cold was estimated at 25, 40, 60 or 70 miles an hour.

But there is no doubt the temperature drop was swift and drastic.

Washington Crowder was riding his horse the eight miles from Sugar Creek to Springfield to get a license for his marriage to Isabel Laughlin when he was caught in the freeze. He was carrying an open umbrella when he saw a dark cloud and heard the wind approaching and decided to close the umbrella. He dropped the reins and tucked the umbrella under his arms. As he picked up the reins, ice already had formed on them. When he reached Springfield, he was unable to dismount because his long coat was frozen solid. "Two men ... ungirthed the saddle and carried man, coat and saddle to a fire where they thawed apart," one account said.

Wedding follows thaw

Crowder was eager to marry. After thawing out, he got the license, returned to Sugar Creek the same day and was wed the next.

Men, animals and fowl all suffered that day. "Chickens froze in their tracks; frogs were found frozen with their mouths open," one report said.

"It was hog driving time and many droves were abandoned as the drovers sought shelter. Later the hogs were found in heaps, an outer ring frozen to death; those in the middle smothered."

James Harvey Hildreth of Georgetown (in Vermilion County) and a man referred to only as Frame were two of the drovers. Hildreth had purchase hogs in Macon County and the two men were driving them to Georgetown when caught by dark clouds and a great, roaring wind.

They abandoned the drove and sought shelter. They sighted a cabin across a river, but the river was full of ice and their horses refused to swim it. The pair attracted the attention of the cabin's owner and begged him to fell a tree across the river for them to use as a bridge. The man refused.

Agony of despair

"In an agony of despair, with death staring them in the face," the men killed a horse, removed the entrails, and sought shelter inside the carcass, a newspaper report said. When the animal's body heat was lost, the pair attempted to kill the other horse but lost their knife.

Frame froze to death.

Hildreth wandered on and eventually was found by other hog drovers who took him to a house. Hildreth lost all of his toes and most of his fingers. Later, a leg had to be amputated.

You think that was bad?

Ha!

You should have seen the winter of 1831-32.

That was the winter from which early Central Illinois settlers calculated dates, Jane Martin Johns said in her book "Personal Recollections 1849-1865" published in 1912. Mrs. Johns' family settled early in Macon County. She died June 26, 1919, at 92 years of age.

"Many families lived for weeks on boiled corn," Mrs. Johns said. "One of the greatest difficulties encountered was getting in wood enough to cook the corn."

Whew! What history. But, hold on. Even though the first day of spring is right around the corner (March 20), there's still time for a last gasp of winter. Consider the ice storm of March 24, 1978.

Remember the ice storm?

It was 5:50 a.m. on Good Friday when rain and sleet began to fall on Central Illinois. Before the storm ended late Sunday, it caused property damage estimated at $66 million and left some homes without electrical service for two weeks.

At 7:53 a.m. that Good Friday, the first report of downed wires was received. Then utility poles, tree branches and eventually trees began to fall under the weight of ice. The last lights in Decatur flickered out at 6:17 p.m. Friday, and soon most of Macon County and Central Illinois was without electrical power.

A curfew was declared by Decatur police and the Macon County Sheriff's Office at 7:45 p.m. Friday because of the danger from downed power lines and the possibility of looting.

During the weekend, Illinois Power Co. crews repaired some lines only to have them fall again as sleet turned into snow. Streets and highways became thick sheets of ice. Trucks and cars skidded into ditches. Emergency shelters were set up for travelers and for residents whose homes were without heat. City bus and taxi service stopped.

It was not until 11:50 a.m. Sunday that power was restored to a large part of Decatur.

ATTACHMENT C:
LOVINGTON DRAINAGE PROJECTS

Lovington Works to Solve Drainage Problems

By Lisa Todd

As far back as anyone can remember Lovington has had drainage problems. It's no secret that streets flood every time it rains and a dry basement in Lovington is almost nonexistent. Residents are wondering if anything is being done to solve the problems.

In January, representatives from the Moultrie County board, Village of Lovington, Lovington Township, Highway Department and Drainage District met with State Representative Bob Flider and State Senator Frank Watson to discuss drainage problems and possible solutions. Since that time Mike Keown of the Moultrie County Highway Department; Gary Ozier, Lovington Township Commissioner; Dennis Coslow and Keith Rickman have been working to pinpoint problem areas.

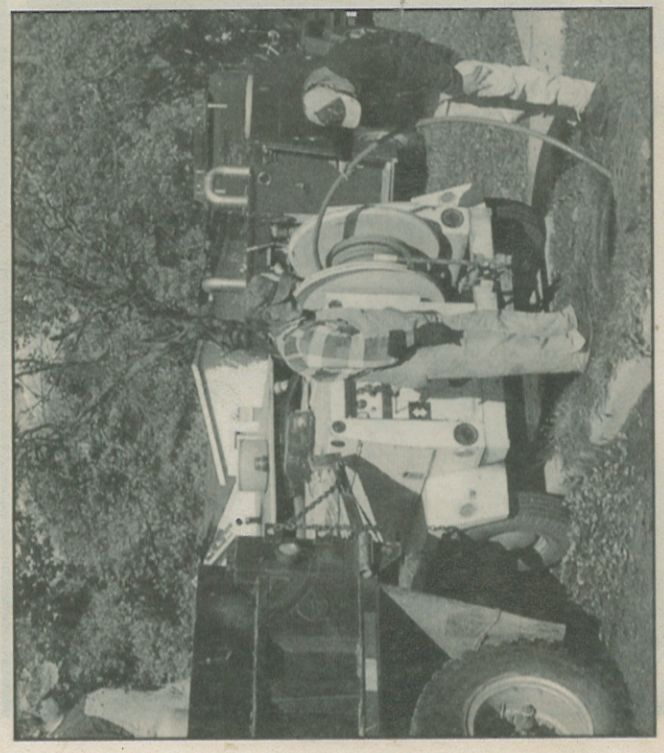
Photo by Lisa Todd

Gary Ozier, Lovington Township Commissioner, climbs into a manhole to work on drainage problems.

They began with the original 1916 map and have plotted the locations of existing drainage systems. Some cleaning and minor repairs have been made, but there are places where roots and debris have completely blocked tiles. There have been some surprises, too, such as structures which don't appear on any maps or plans. Keown says that it is their plan to continue to trace the systems, making what repairs they can throughout the winter. They will devote Mondays and Fridays to this work.

It is hoped that by spring, the drainage system will have been somewhat improved and that residents will notice a difference, but a complete overhaul of the system is not possible without incurring considerable expense. The plan is to assess the remaining problems in the spring and look for funding to make needed improvements.

News•Progress Wednesday, November 2, 200



Dennis Kates and Keith Rickman keep an eye on the cable that operates the root saw blade which is being used at the intersection of State and North High Street in the first phase of the Lovington water drainage project. Standing in the back of the truck is Dennis Coslow..

Lovington water work begins

The first phase of a joint governmental effort to repair water drainage problems in Lovington is underway.

Cooperating in the project are the Moultrie County Highway Dept., the village of Lovington, Lovington Township and the Lovington Drainage Dist. Project leaders are Mike Keown with the highway department, Gary Ozier of Lovington Township, Keith Rickman representing the village and Dennis Coslow, a Lovington drainage commissioner.

Keown researched drainage district records back to 1916 when the district laid 32,000 ft. of pipe, 9,000 of which were field tile, and he is updating the system as the work continues.

Working in the urban area, the crew is using the village owned Jetter machine with a root cutting saw blade to remove roots and clear the lines so they will take water. Keown says they are now in their fourth week of the first phase and have completed about 1,200 to 1,500 feet of the system as of this week. They are also making minor repairs as they find them and are also finding other systems which were installed after 1916.

The next step will involve mounting a camera on the Jetter machine to photograph the system. This will be done by the Illinois Rural Water Association, Coslow says.

Phase two will involve fixing the problem areas, and phase three will come up with alternate solutions.

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November 16, 2010

To: Residents of Flood Plain Zone A, Lovington Drainage District

For the last two years the Drainage District has been working with Moultrie County, Lovington Township, the Village of Lovington and the Fire Protection District to find blockages in the existing storm sewer infrastructure and to re-establish the surface waterway that is needed when there is heavy rainfall. We have also sought information from the residents who have told us about the surface waterway in the immediate area of their own homes.

The accompanying map of Lovington shows Zone A as a flood plain in the Village. At the north end of Washington Street, about 100 feet south of Route 32, there are two culverts that the State of Illinois put in several years ago. The installation of these culverts was engineered to drain the excess water from the intake at the curve of Route 32. The bottom of these culverts is “on grade” or “level” with the existing intakes to the storm sewer system.

On November 11 and 12, we worked with the Township to re-establish the grade between the two culverts and the nearest downstream intake for the storm sewer. In some places we removed more than a foot of earth to do this. We seeded and rolled the area that we worked after the grade was re-established. If the change in weather does not permit the seed to germinate and grow, we will re-seed the area in the spring to provide a waterway that does not wash out as easily.

The heavy black line on the map indicates the first work that was done to improve the drainage, and the red line indicates the work just completed.

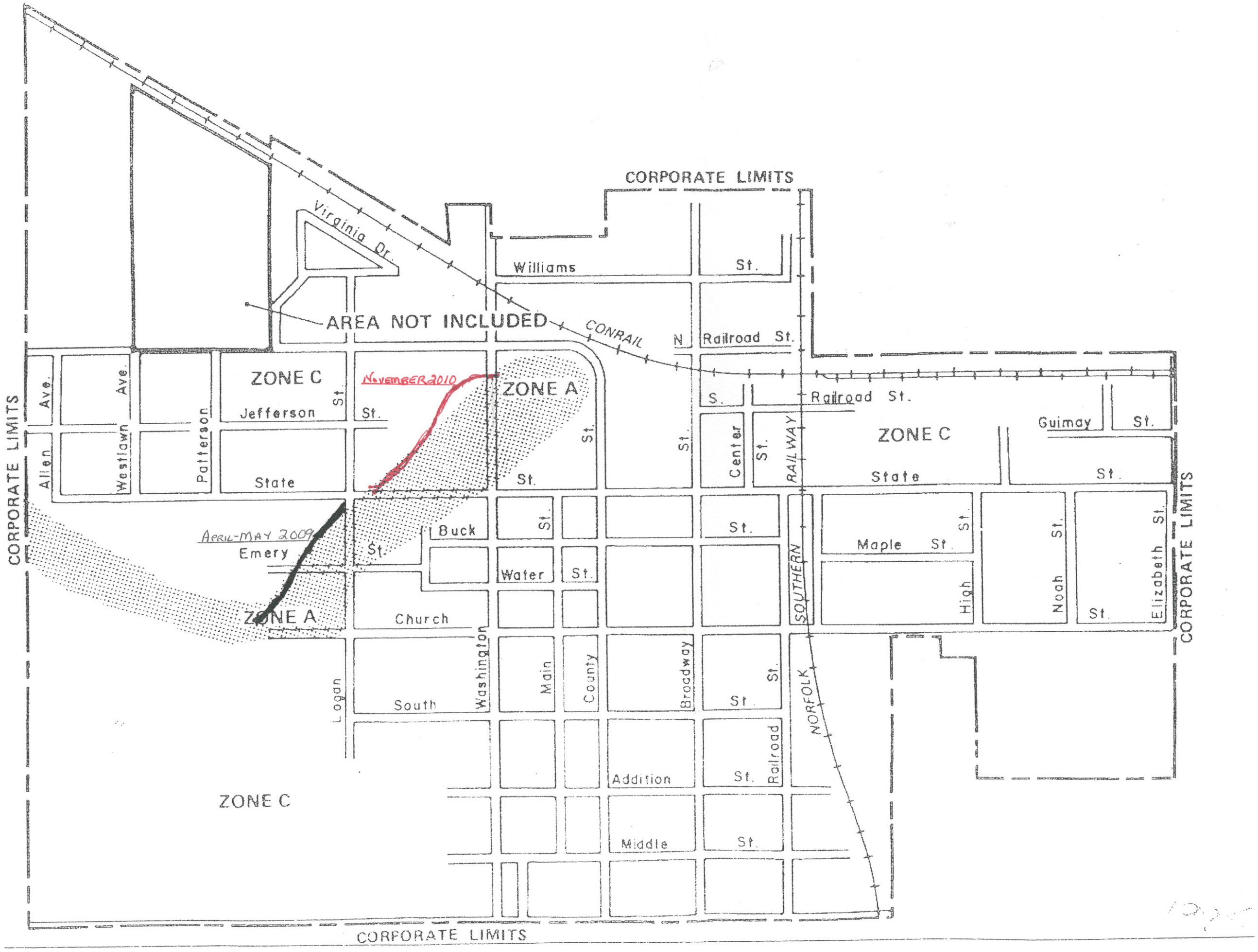
Please keep this letter and the map with your important papers.

We would like to thank the landowners who have understood the need to re-establish the grade for this waterway. More than one resident said that this was the first time in at least 35 years that any work had been done in these areas to make the water flow. Please protect this waterway to help protect your homes.

Thanks to all of you who have assisted us in this endeavor.

Lovington Drainage District

Tom Bennett, Dennis Coslow, David Bowers


CORPORATE LIMITS
Virginia Dr.
Williams
St.
AREA NOT INCLUDED
CONRAIL
N
Railroad St.
ZONE C
NOVEMBER 2010
ZONE A
S.
Railroad St.
Jefferson
St.
St.
St.
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Center
St.
RAIL WAY
ZONE C
Guimay
St.
Ave.
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Allen
Westlawn
Patterson
State
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CORPORATE LIMITS
APRIL-MAY 2009
Emery
St.
Buck
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Maple
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St.
Noah
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Elizabeth
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CORPORATE LIMITS
Water
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High
ZONE A
Church
SOUTHERN
Washington
Main
County
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Railroad
Addition
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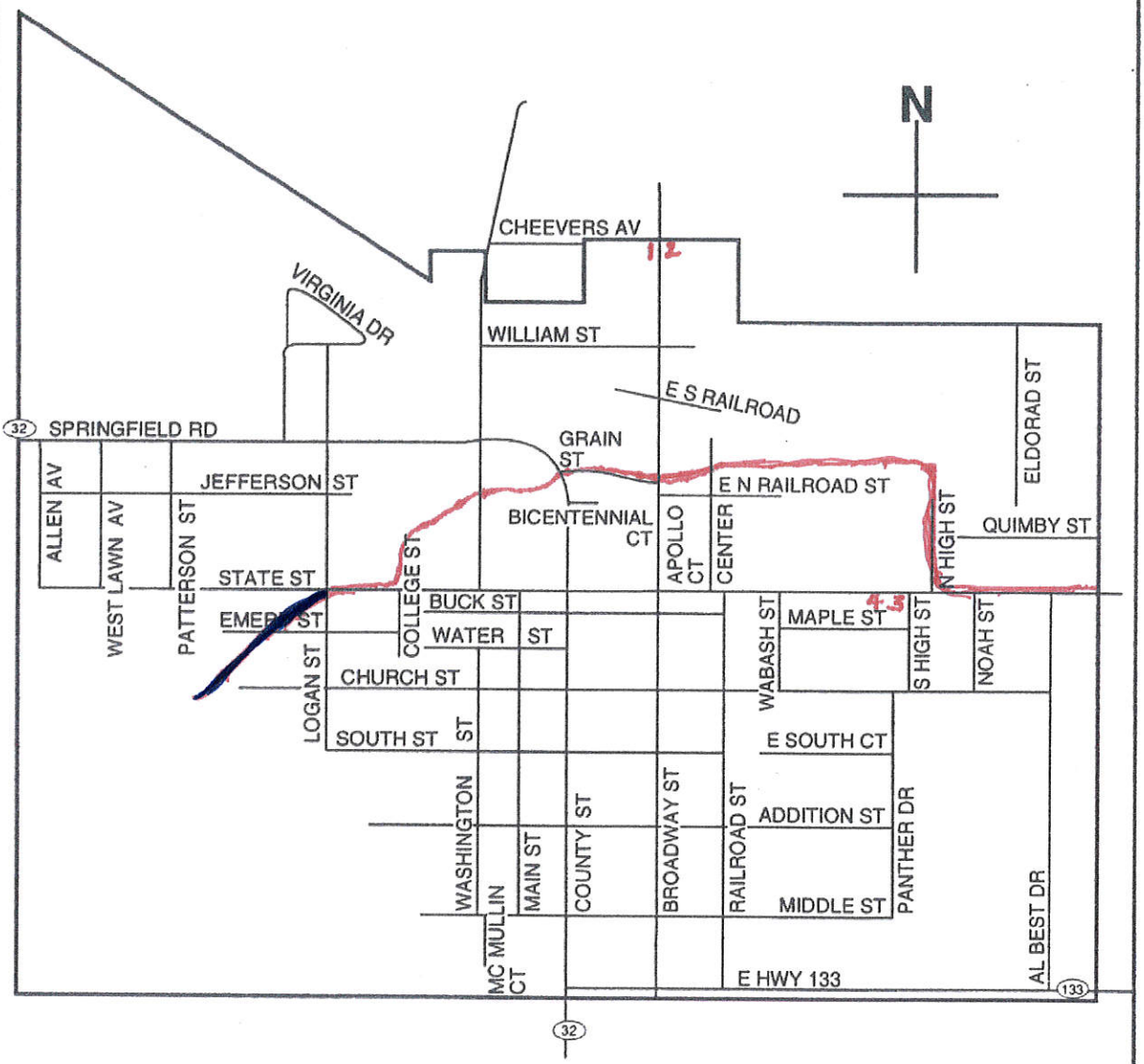
CORPORATE LIMITS

LOVINGTON


N
CHEEVERS AV
12
VIRGINIA DR
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32
SPRINGFIELD RD
GRAIN ST
JEFFERSON ST
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PATTERSON ST
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CENTER
N HIGH ST
QUIMBY ST
STATE ST
COLLEGE ST
BUCK ST
MAPLE ST
43
EMERY ST
WATER ST
WABASH ST
S HIGH ST
NOAH ST
LOGAN ST
CHURCH ST
SOUTH ST
ST
E SOUTH CT
WASHINGTON
COUNTY ST
BROADWAY ST
RAILROAD ST
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PANTHER DR
MAIN ST
MIDDLE ST
AL BEST DR
MC MULLIN CT
E HWY 133
133
32

ATTACHMENT D:
EQUIPMENT LISTS

ARTHUR FIRE DEPT EQUIPMENT

3 ALS Ambulances
1 BLS Non-Transport (similar to Gator)
3 Engines
3 Tankers
1 Rescue Truck
1 Generator Trailer

BETHANY FIRE DEPT

110 Pumper

1000 gal Water

1250 Pump

11 Exhaust fans

Stihl Chainsaw

120 Pumper

1,000 gal Water

1250 pump

K-12 saw

Cutters/Chainsaw

130 Tanker

2,000 gal

2,000 gal dump tank

160 Brush Truck

250 gal water

2 Stihl Leaf Blowers

2 Genfo Water Packs

LOVINGTON FIRE DEPT EQUIPMENT

Jaws of Life
3,800 gal Tanker
1 4X4 Brush Truck
2 Pumpers
1 Ton Brush Truck
1 Utility Rescue Truck
Exhaust fans
Chain Saw
14" Circular Rescue Saw
1 Kerosene Nozzle
2 Generators
10 SCBA's with Spare Tanks
Extra Lighting

CITY OF SULLIVAN
EMERGENCY EQUIMENT LIST

Electric Department

3 Aerial basket trucks (44,55,70 ft)
1 Digger Derrick
1 Trencher
2 Reel Trailers
1 Pole Trailer
1 Line Locator
1 Phasing Stick
25 Hot Line Sticks
8 Primary Jumpers
2 Standby Jumpers
1 Vermeer Boring Machine

Gas Department

1 Backhoe
1 Welder Truck
1 Trencher
1 Ton Dump Truck

Street Department

1 Backhoe
3 Dumptrucks
1 Wheel Loader
1 Grader
1 Brush Chipper for dump truck
1 Vacuum Truck
1 Street Sweeper
1 Bucket Truck

Sewer Department

1 Backhoe
1 Mini Excavator
1 Skid Steerer
2 Dump Trucks
1 Generator
1 Portable Light
2 Trash Pujmps

2 Vacuum Tank Trucks
1 Portable Welder
1 Gas Powered Air Compressor
2 Slated Trailers

Cemetery
2 Dump Trucks
1 Mini Backhoe

Police
3 police cars

Parks
1 Ton Truck with Dump Bed
1 Small Tractor

IMUA EMERGENCY AID PROGRAM

-ELECTRIC UTILITY INFORMATION-

UTILITY NAME: City of Sullivan 24-HOUR CONTACT PHONE: 217-728-4932
DATE: 5-30-07

For emergency assistance from our utility, contact the following employees in the order listed:

Employee Name	Cell Phone	Home Phone	Office Phone	Pager
1) Shannon Risley	217-254-6175	217-728-4348	217-728-7815	
Employee Name	Cell Phone	Home Phone	Office Phone	Pager
2) Doug Carnes	217-855-6044	217-728-8971	217-728-4932	
Employee Name	Cell Phone	Home Phone	Office Phone	Pager
3) Ed Righter	217-254-7514	217-728-7164	217-728-4932	
Employee Name	Cell Phone	Home Phone	Office Phone	Pager
4) Ken Rauch	217-630-3641	217-728-3171	217-728-7815	

Utility Information: Available Personnel (Give number of personnel in each category):

Manager __ Ground Man 3 Line Foreman ___
Equipment Operator 5 Lineman 5 Other ___

Wheeling Agent: ____ Distribution Voltage(s) 15 KV
Frequency of Municipal Radios 154.025 Percentage of Overhead/Underground 80 / 20

Equipment: Aerial Basket Truck 3 Working Height ___ feet 45, 55, 70
Digger Derricks 1 Lifting Limits 5 tons at 75 degrees in unit
Back Hoe ____ Digging Depth ____ feet
Trenchers 1 Digging Depth 4 ft. Bore Length ___ ft.
Reel Trailers 2 Maximum Size Reel 10 ft. ___ inches
Pole Trailers 1 Light Duty ___ Heavy Duty ___
Line Locators 1 Brand: Ditch Witch
Phasing Sticks 1 Voltage 1 kV to 69 kV
Hot Line Sticks 25 Voltage ___ kV various
Primary Jumpers 8 Length 8' Voltage 15 kV
Standby Jumpers 2 Capacity 120-480 Voltage 100 kW 30 KW
Portable Floodlights ____
Generators on Vehicles ____
Mobile Substation ____ Primary: ____ Secondary: ____
Vermeer 7x11 Boring machine - 400'

Materials: Size Pole Arm in Stock 35 ft. to 65 ft. Class: 2 class to 4
X Arms in Stock 8, 10 lengths Crossarms in Stock ____ lengths

Distribution Pole Mount Transformers

15 kVa to 167 kVa	7200/12470 Primary Voltage	120/240 Secondary Voltage
50 kVa to 167 kVa	" Primary Voltage	240/480 Secondary Voltage
___ kVa to 500 kVa	" Primary Voltage	277/480 Secondary Voltage
___ kVa to ___ kVa	_____ Primary Voltage	_____ Secondary Voltage

Distribution Pad Mount Transformers

15 kVa to 167 kVa	7200/12470 Primary Voltage	120/240 Secondary Voltage
75 kVa to 750 kVa	" 3ϕ Primary Voltage	120/208 Secondary Voltage
500 kVa to 1000 kVa	" 3ϕ Primary Voltage	277/480 Secondary Voltage
___ kVa to ___ kVa	_____ Primary Voltage	_____ Secondary Voltage

Underground Cable

Size 1/0, 4/0, 350	15 KV Primary Voltage	_____ Secondary Voltage
Size 6-350	_____ Primary Voltage	600 V Secondary Voltage

Aerial Conductor

Size 4-4/0	ACSR Primary Voltage	_____ Secondary Voltage
Size 336.4 Spacer cable	15 KV Primary Voltage	_____ Secondary Voltage

Contract Provisions:

Are there special contract provisions affecting overtime hours worked by your employees?
Yes ____ No X

If yes, please describe those items:_____

We understand that materials equipment and labor provided by our utility in assisting another municipality during a "Mutual Aid Event" will be billed according to the fees outlined in the section entitled "Emergency Aid Charges" contained in the IMUA Emergency Aid Program Guidebook. Meals and lodging for crews will be provided by the utility requesting assistance.

We have read the section entitled "Emergency Aid Charges" and agree to these standard charges: Yes X No _____

Signature and Title: Shane T. K
Name of Utility: Sullivan

SULLIVAN TOWNSHIP

QTY	ITEM
1	CHEVROLET 1/2 TON PICKUP
2	JOHN DEERE 7320 TRACTOR
1	CATERPILLAR 140G ROAD GRADER
1	CHAMPION ROAD GRADER
1	CHEVROLET OIL DISTRIBUTER TRUCK
1	FORD F350 TRUCK
1	FORD F150 TRUCK
1	FORD 6610 TRACTOR
1	FORD 4610 TRACTOR
1	JOHN DEERE 4020 TRACTOR
1	CASE 1290 BOMFORD MOWER
1	CATERPILLAR IT LOADER
1	CATERPILLAR BACKHOE
2	JOHN DEERE BAT WING MOWER
7	TANDEM AXLE DUMP TRUCKS
1	SINGLE AXLE DUMP TRUCK
1	TOWMASTER EQUIPMENT TRAILER
1	ROAD DRAG
2	15' WOODS MOWERS
1	13 WHEEL ROLLER
1	AIR COMPRESSOR
1	CUTTING TORCH
1	POWER WASHER
1	TANDEM AXLE TRAILER
1	8' BROOM
1	6' BROOM
1	SET OF FORKS FOR LOADER
11	11' SNOW PLOWS
2	12' SNOW PLOWS
4	V PLOWS
5	SNOW WINGS
2	SALT SPREADERS
1	TRUCK MOUNT CONVEYER

SULLIVAN ELECTRIC DEPARTMENT

QTY	ITEM
1	2011 FORD F350 PICKUP
1	2010 FORD F250 PICKUP
1	2004 DODGE 1500 PICKUP
1	2003 FORD F750 W/ ALTEC AM 55' DOUBLE BUCKET AERIAL
1	2002 F750 W/ ALTEC TA 40' SINGLE BUCKET AERIAL
1	1993 FORD F800 W/ TEXOMA TX 345 DIGGER DERRICK
1	1989 FORD F800 W/ LIFT-ALL 70' AERIAL
1	1983 FORD F350 1 TON PICKUP W/ DUMP BED
1	VERMEER 7X11 SERIES II DIRECTIONAL BORING MACHINE
1	VERMEER 550 EVACUATOR MACHINE
1	VERMEER RT 450 TRENCHER
1	SHERMAN 2 REILLY WIRE PULLING MACHINE
1	ARNCO WIRE TRAILER
1	WIRE TRAILER
1	TRENCHER TRAILER
1	DITCH WITCH VIBRATING PLOW
1	TOYOTA FORK LIFT
1	8X16 ENCLOSED FIBER OPTIC SPLICING TRAILER
1	1000 GALLON WATER TANK
14	GAS CHAIN SAWS
4	HYDRAULIC CHAIN SAWS

SULLIVAN GAS DEPARTMENT

QTY	ITEM
1	CASE BACKHOE
1	DUMP TRUCK
3	CHAIN SAWS
4	SPOT LIGHTS
3	WATER PUMPS
1	GENERATOR

EAST NELSON TOWNSHIP

QTY	ITEM
1	FORD F250 PICKUP W/SNOW PLOW
2	SINGLE AXLE DUMP TRUCKS W/SNOW PLOWS
4	TANDEM AXLE DUMP TRUCKS
1	FORD F350 DUMP TRUCK
1	JOHN DEERE 772CH GRADER
1	CASE 580 SUPER L BACKHOE
1	CASE 621B FRONT END LOADER
1	CASE 2290 160HP TRACTOR
2	CHAIN SAWS
1	POLE SAW

SULLIVAN PARK DEPARTMENT

QTY	ITEM
2	1 TON DUMP TRUCKS
1	TRACTOR WITH LOADER
5	CHAIN SAWS
1	POLE SAW

SULLIVAN STREET DEPARTMENT

QTY	ITEM
1	3/4 TON PICKUP TRUCK
2	2 TON DUMP TRUCK
2	1 TON DUMP TRUCKS
1	FRONT END LOADER
1	ROAD GRADER
1	BACKHOE
1	BOOM TRUCK
1	STREET SWEEPER
1	WOOD CHIPPER TRUCK
1	VACUUM TRUCK

SULLIVAN WATER SEWER EQUIPMENT LIST

QTY	ITEM
1	CASE SUPER N BACKHOE
1	FORD 2 TON SINGLE AXLE DUMP TRUCK
1	FORD 1 TON DUMP TRUCK
1	CASE SKID STEER
1	CASE MINI EXCAVATOR
1	CHAIN SAW
1	DUCTILE IRON CHAIN SAW
1	CUSHMAN CART
2	CUT OFF SAWS
2	1500 GALLON TANK TRUCKS WITH SUCTION
2	FLAT TRAILERS
2	2" PUMPS

ATTACHMENT E:
RESOLUTIONS

Statement of Intent in All-Hazard Mitigation Planning

Village of Allenville

As a potential participant in the Hazard Mitigation Assistance Program, the Village of Allenville, Illinois hereby states their interest in participating in the multi-jurisdictional Moultrie County All-Hazard Mitigation Plan.

After FEMA funding approval and during the planning implementation, the Village of Allenville, Illinois agrees to participate in the hazard mitigation planning process.

As signed, we understand this is a voluntary program and out participation may benefit our jurisdiction by identifying hazards and prioritizing potential projects to mitigate the effects of natural hazards.

Terry L. Dyer 4/11/11

Signature of Authorized Representative Date

TERRY L. DYER MAYOR

Printed Name and Title

Statement of Intent in All-Hazard Mitigation Planning

Village of Bethany

As a potential participant in the Hazard Mitigation Assistance Program, the Village of Bethany, Illinois hereby states their interest in participating in the multi-jurisdictional Moultrie County All-Hazard Mitigation Plan.

After FEMA funding approval and during the planning implementation, the Village of Bethany, Illinois agrees to participate in the hazard mitigation planning process.

As signed, we understand this is a voluntary program and out participation may benefit our jurisdiction by identifying hazards and prioritizing potential projects to mitigate the effects of natural hazards.

Barb Meaner 4-14-11

Signature of Authorized Representative Date

Barb Meaner - Village President

Printed Name and Title

Statement of Intent in All-Hazard Mitigation Planning

Village of Dalton City

As a potential participant in the Hazard Mitigation Assistance Program, the Village of Dalton City, Illinois hereby states their interest in participating in the multi-jurisdictional Moultrie County All-Hazard Mitigation Plan.

After FEMA funding approval and during the planning implementation, the Village of Dalton City, Illinois agrees to participate in the hazard mitigation planning process.

As signed, we understand this is a voluntary program and out participation may benefit our jurisdiction by identifying hazards and prioritizing potential projects to mitigate the effects of natural hazards.

Hollie Atchison 5/2/2011

Signature of Authorized Representative Date

Hollie Atchison, VILLAGE CLERK

Printed Name and Title

RESOLUTION NO. 2011-2

RESOLUTION AUTHORIZING STATEMENT OF INTENT IN ALL-HAZARD MITIGATION PLANNING

BE IT RESOLVED, BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF DALTON CITY, MOULTRIE COUNTY, ILLINOIS:

Section 1. That the Statement of Intent presented to the Village Board of Trustees herewith between the Village of Dalton City and Moultrie County and Coles County Regional Planning and Development Commission, All-Hazard Mitigation Plan be, and it is hereby, received, placed on file, and approved.

Section 2. That the Village President and Village Clerk be, and they are hereby, authorized and directed to sign, seal, and attest said Statement of Intent on behalf of the Village of Dalton City.

PRESENTED AND ADOPTED this 2nd day of May, 2011 by a roll call vote as follows:

Blickensderfer – yea; Walker – yea; Akers – yea; Richter – yea.

Joseph T Marshall, Village President

ATTEST:

Hollie Atchison, Village Clerk

Statement of Intent in All-Hazard Mitigation Planning

Village of Gays

As a potential participant in the Hazard Mitigation Assistance Program, the Village of Gays, Illinois hereby states their interest in participating in the multi-jurisdictional Moultrie County All-Hazard Mitigation Plan.

After FEMA funding approval and during the planning implementation, the Village of Gays, Illinois agrees to participate in the hazard mitigation planning process.

As signed, we understand this is a voluntary program and out participation may benefit our jurisdiction by identifying hazards and prioritizing potential projects to mitigate the effects of natural hazards.

Dwayne Miller 4/14/2011

Signature of Authorized Representative Date

DWAYNE MILLER MAYOR

Printed Name and Title

Statement of Intent in All-Hazard Mitigation Planning

Village of Lovington

As a potential participant in the Hazard Mitigation Assistance Program, the Village of Lovington, Illinois hereby states their interest in participating in the multi-jurisdictional Moultrie County All-Hazard Mitigation Plan.

After FEMA funding approval and during the planning implementation, the Village of Lovington, Illinois agrees to participate in the hazard mitigation planning process.

As signed, we understand this is a voluntary program and out participation may benefit our jurisdiction by identifying hazards and prioritizing potential projects to mitigate the effects of natural hazards.

Kelly Bennett 4/11/11

Signature of Authorized Representative Date

Kelly Bennett

Printed Name and Title

COUNTY BOARD

MOULTRIE COUNTY

COURT HOUSE

SULLIVAN, ILLINOIS 61951

CHAIRMAN:

CLERK:

TELEPHONE
AC 217-728-4380

March 1, 2011

Mr. Ron Davis
Illinois State Hazard Mitigation Officer
Illinois Emergency Management Agency
1035 Outer Park Drive
Springfield, IL 62704

RE: Hazard Mitigation Plan – Moultrie County
Fund Commitment Letter

Dear Mr. Davis:

Through this letter, I am informing you that Moultrie County is committed to providing in-kind services which includes participation by county and municipal personnel within the County to fulfill the non-federal match for the Moultrie County Hazard Mitigation Plan. Our in-kind services will fulfill the 25% match ($10,900) needed to prepare the plan. A copy of the in-kind contributions for each task is attached to the grant application.

Should you have any questions about the County match for this federal grant, please feel free to contact Jan Haegen or Kelly Lockhart.

Sincerely,

Dave McCabe
Board Chair
Moultrie County

Statement of Intent in All-Hazard Mitigation Planning

County of Moultrie

As a potential participant in the Hazard Mitigation Assistance Program, the County of Moultrie, Illinois hereby states their interest in participating in the multi-jurisdictional Moultrie County Hazard Mitigation Plan.

After FEMA funding approval and during the planning implementation, the County of Moultrie, Illinois agrees to participate in the hazard mitigation planning process.

As signed, we understand this is a voluntary program and our participation may benefit our jurisdiction by identifying hazards and prioritizing potential projects to mitigate the effects of natural hazards.

Dave McCabe 3-10-2011

Signature of Authorized Representative Date

Dave McCabe
Moultrie County Board Chair

Statement of Intent in All-Hazard Mitigation Planning

City of Sullivan

As a potential participant in the Hazard Mitigation Assistance Program, the City of Sullivan, Illinois hereby states their interest in participating in the multi-jurisdictional Moultrie County All-Hazard Mitigation Plan.

After FEMA funding approval and during the planning implementation, the City of Sullivan, Illinois agrees to participate in the hazard mitigation planning process.

As signed, we understand this is a voluntary program and out participation may benefit our jurisdiction by identifying hazards and prioritizing potential projects to mitigate the effects of natural hazards.

Ann Y Short 5/9/11

Signature of Authorized Representative Date

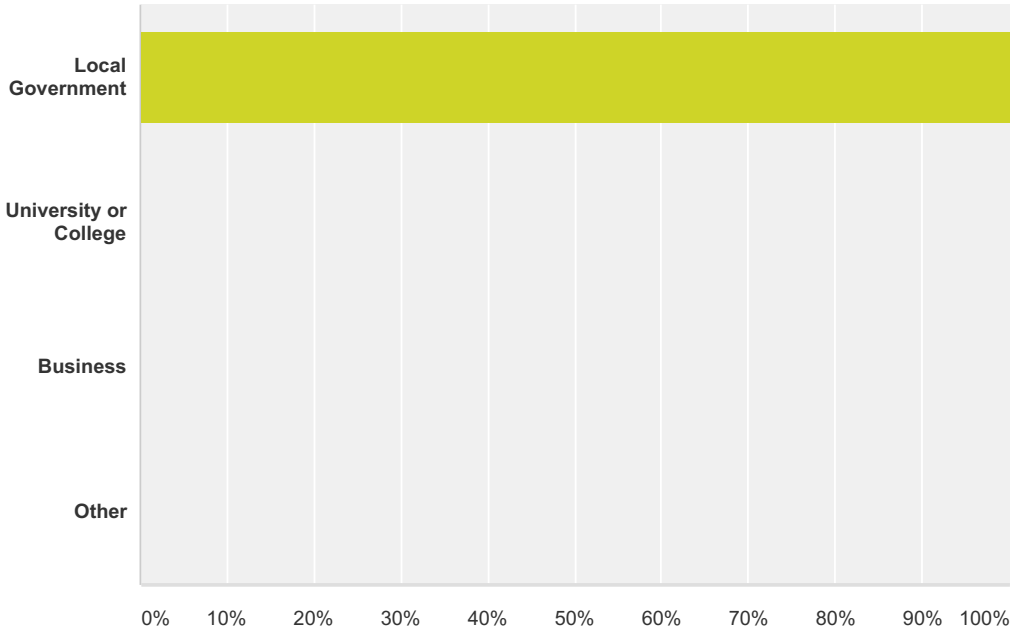
ANN Y SHORT MAYOR

Printed Name and Title

ATTACHMENT F:
SURVEY RESULTS

Q1 Your employer is:

Answered: 5 Skipped: 0



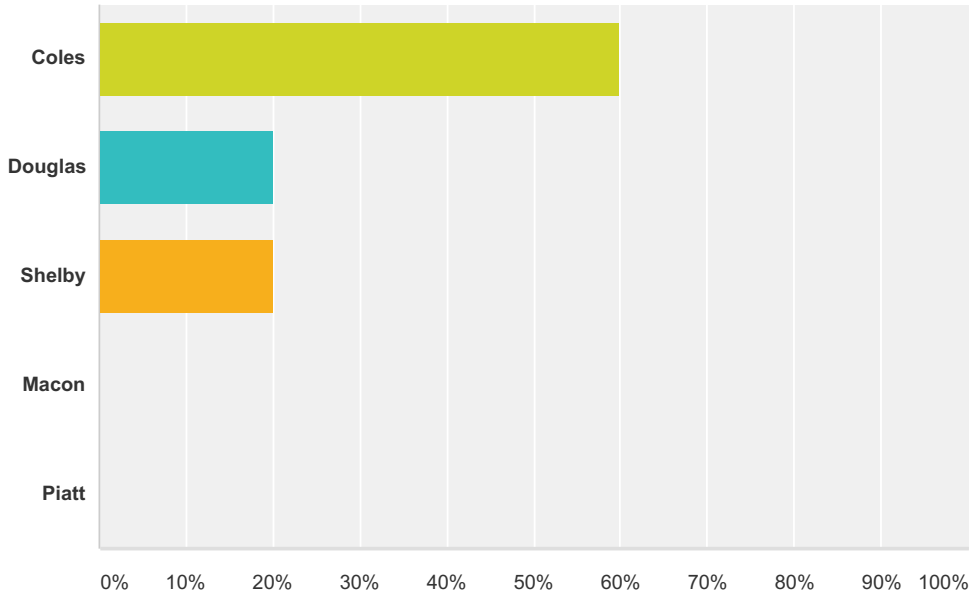
Answer Choices	Responses	
Local Government	**100.00%**	5
University or College	**0.00%**	0
Business	**0.00%**	0
Other	**0.00%**	0
Total		**5**

Q2 What is your job title?

Answered: 5 Skipped: 0

Q3 What County are you located in?

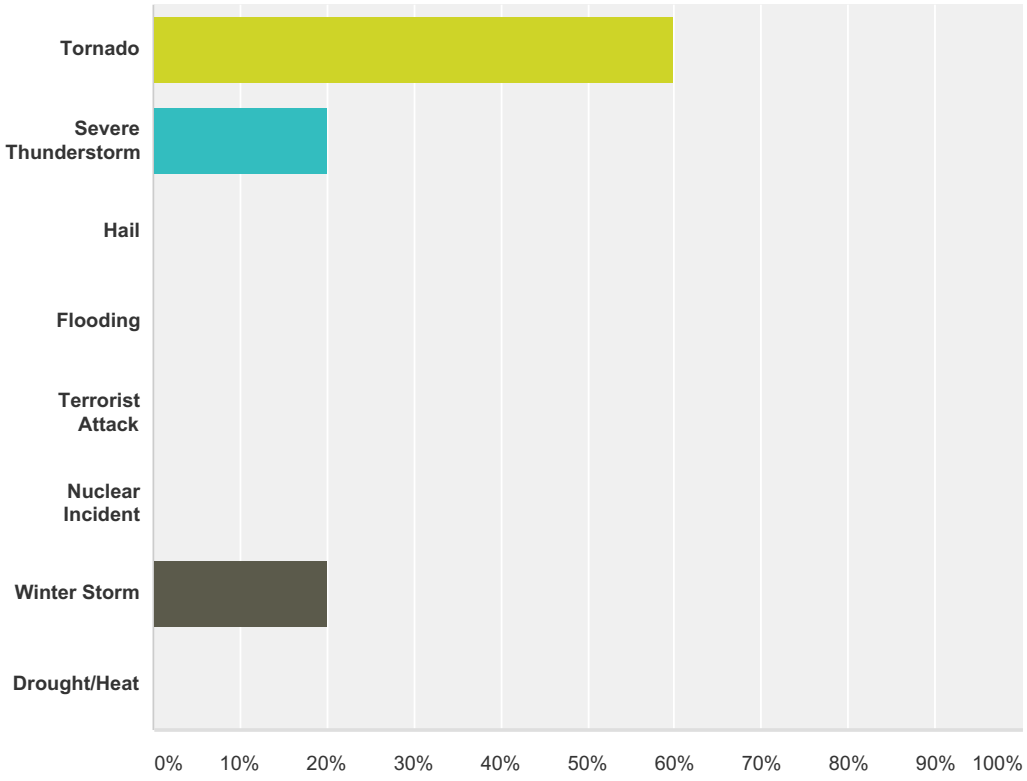
Answered: 5 Skipped: 0



Answer Choices	Responses	
Coles	**60.00%**	3
Douglas	**20.00%**	1
Shelby	**20.00%**	1
Macon	**0.00%**	0
Piatt	**0.00%**	0
Total		**5**

Q4 Moultrie County is at risk for several hazards. What hazard do you feel is their biggest risk?

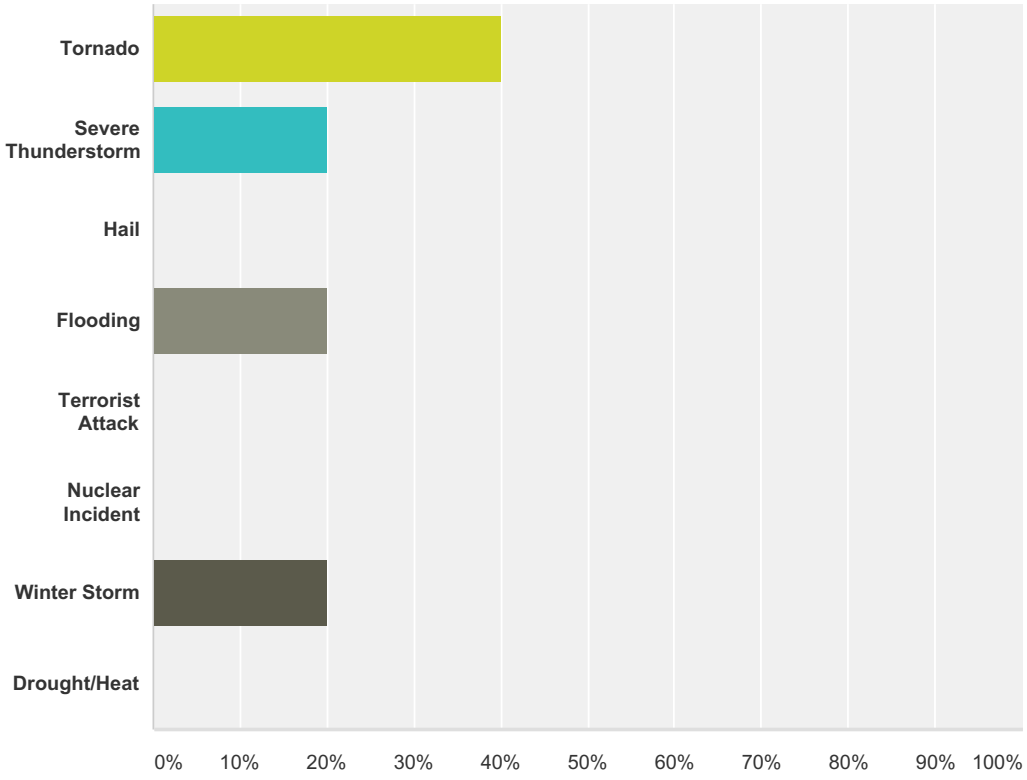
Answered: 5 Skipped: 0



Answer Choices	Responses	
Tornado	**60.00%**	3
Severe Thunderstorm	**20.00%**	1
Hail	**0.00%**	0
Flooding	**0.00%**	0
Terrorist Attack	**0.00%**	0
Nuclear Incident	**0.00%**	0
Winter Storm	**20.00%**	1
Drought/Heat	**0.00%**	0
Total		**5**

Q5 What do you feel is the largest risk in the County you live in?

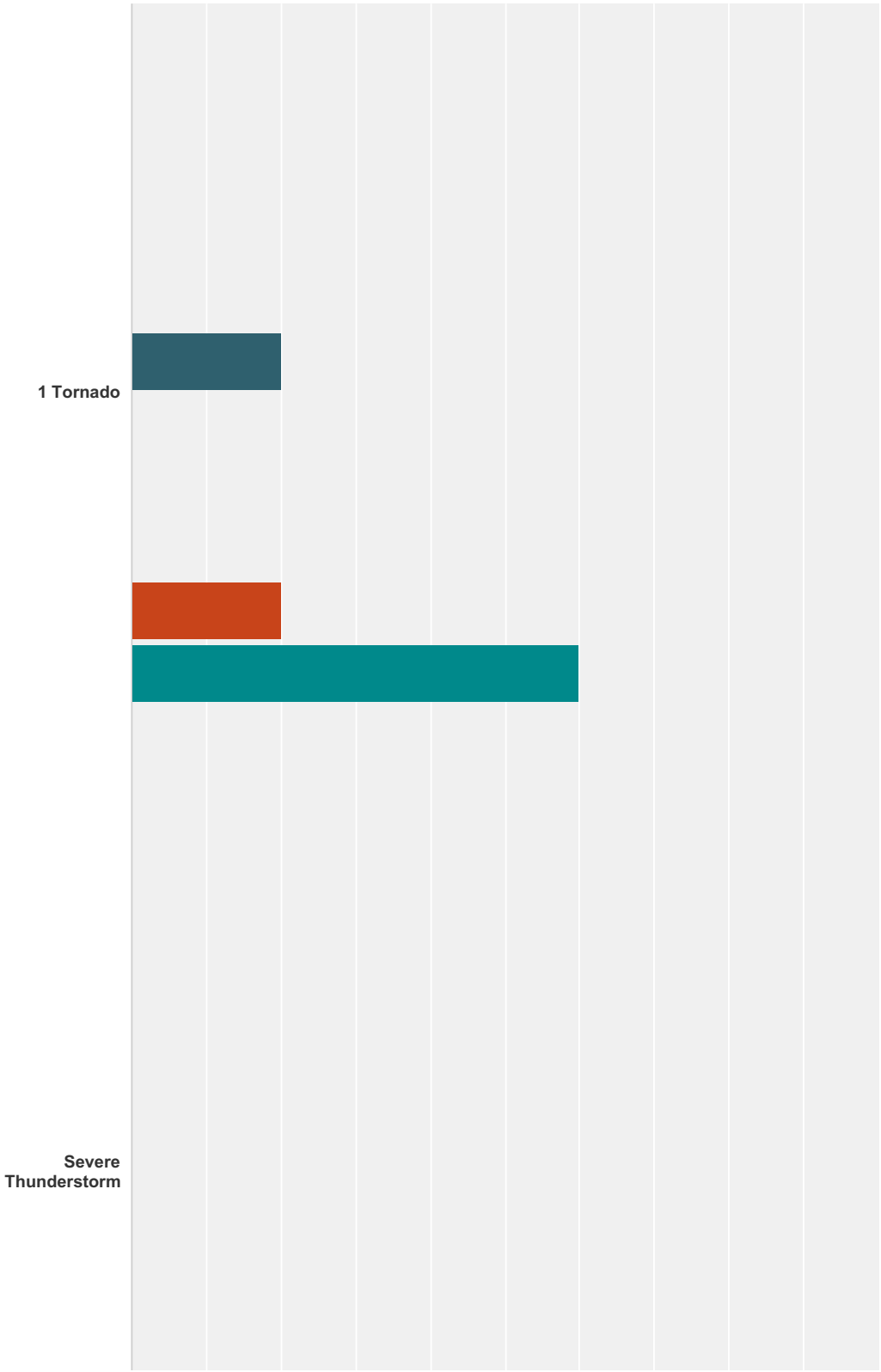
Answered: 5 Skipped: 0

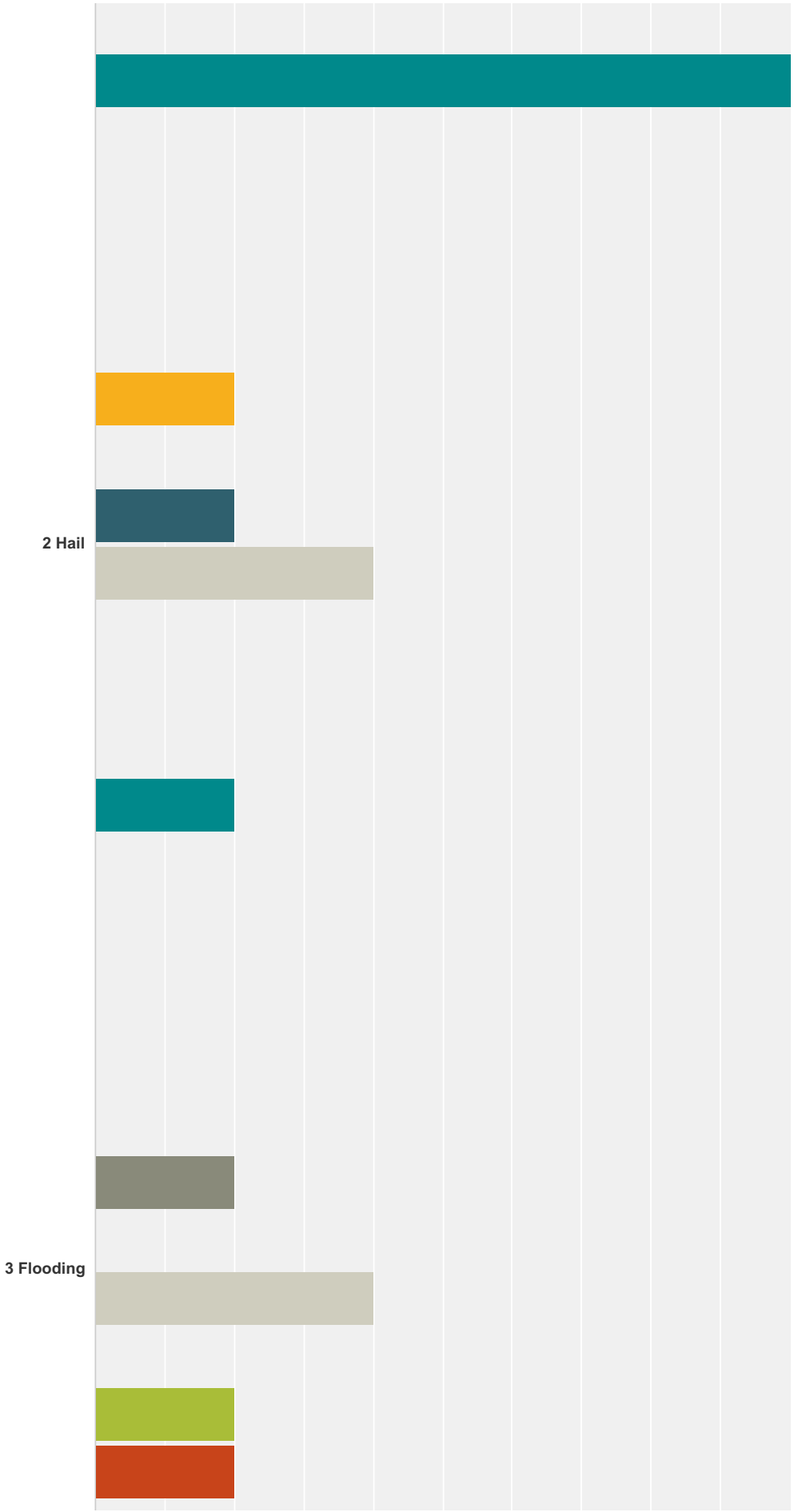


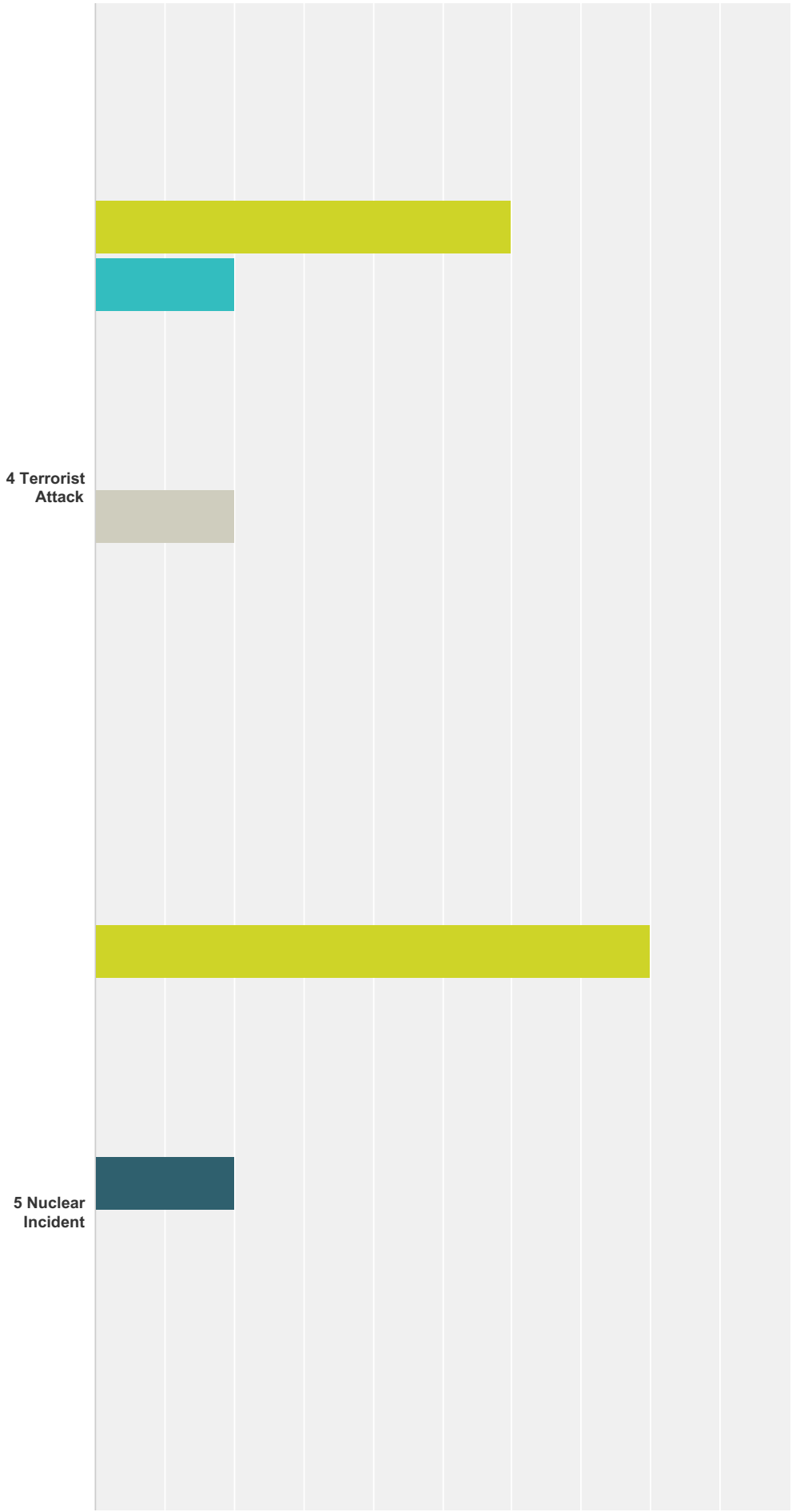
Answer Choices	Responses	
Tornado	**40.00%**	2
Severe Thunderstorm	**20.00%**	1
Hail	**0.00%**	0
Flooding	**20.00%**	1
Terrorist Attack	**0.00%**	0
Nuclear Incident	**0.00%**	0
Winter Storm	**20.00%**	1
Drought/Heat	**0.00%**	0
Total		**5**

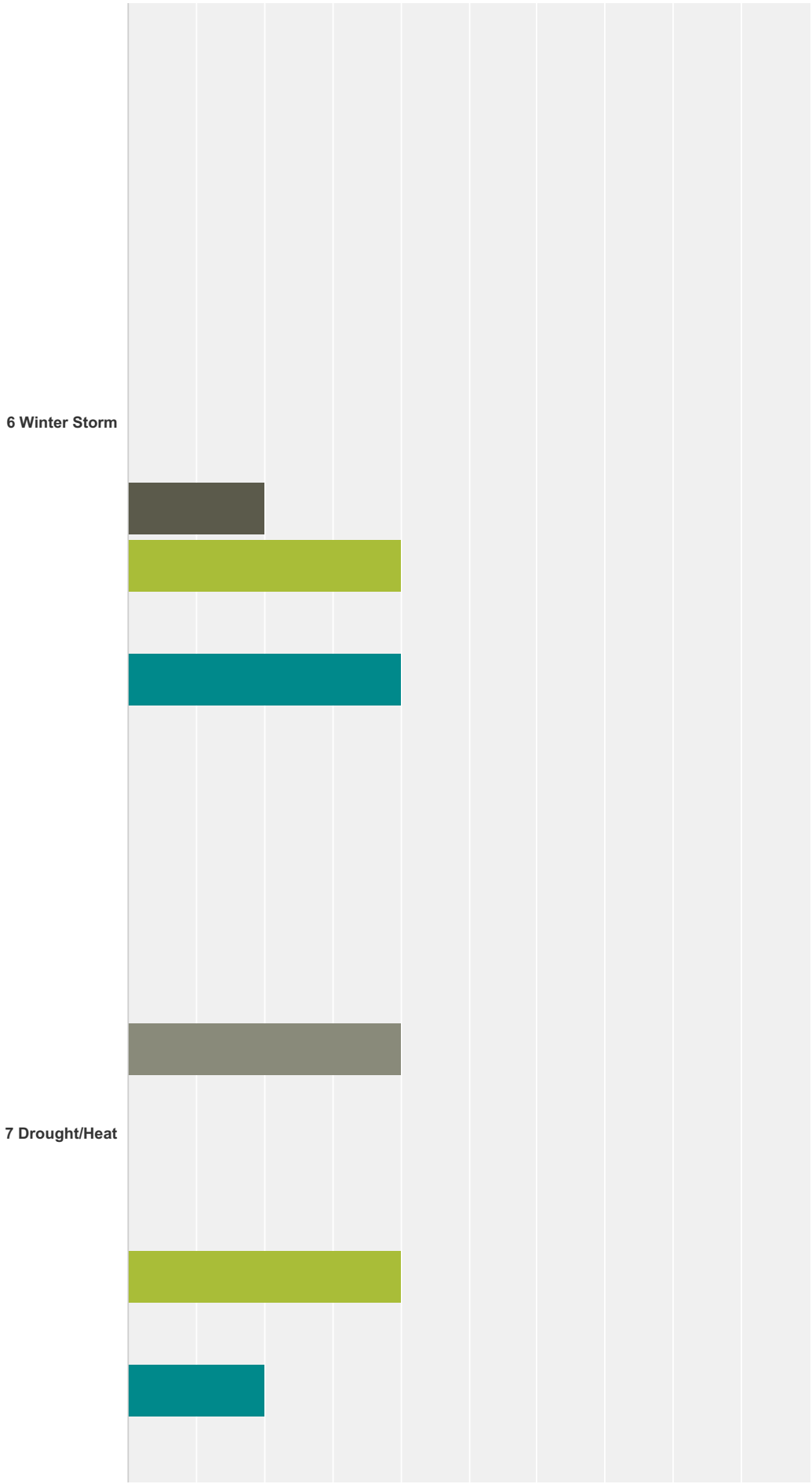
Q6 On a scale of 1 to 10, 1 being lowest risk and 10 being highest risk, how would you rank each of the following hazards for the Region?

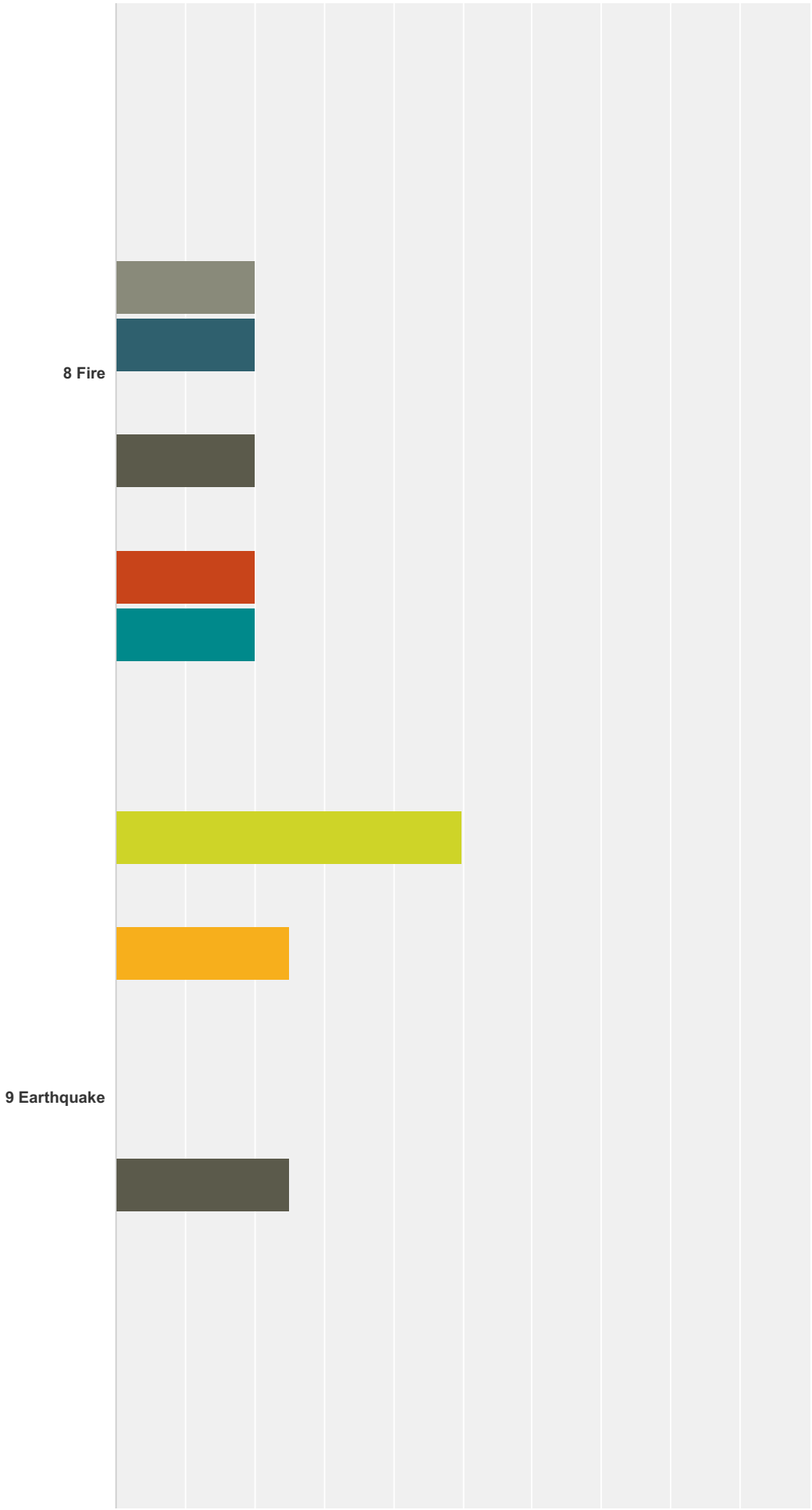
Answered: 5 Skipped: 0

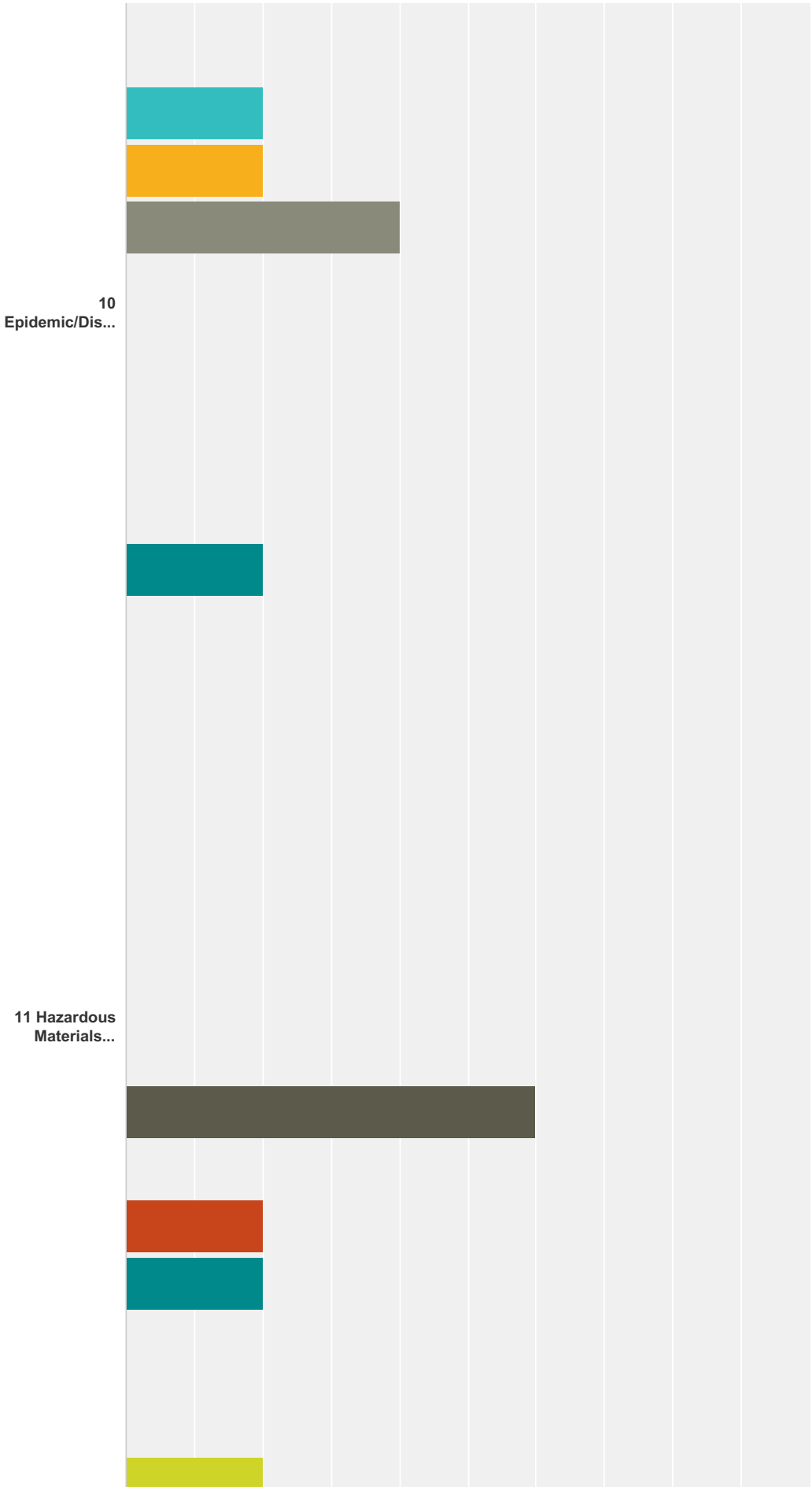


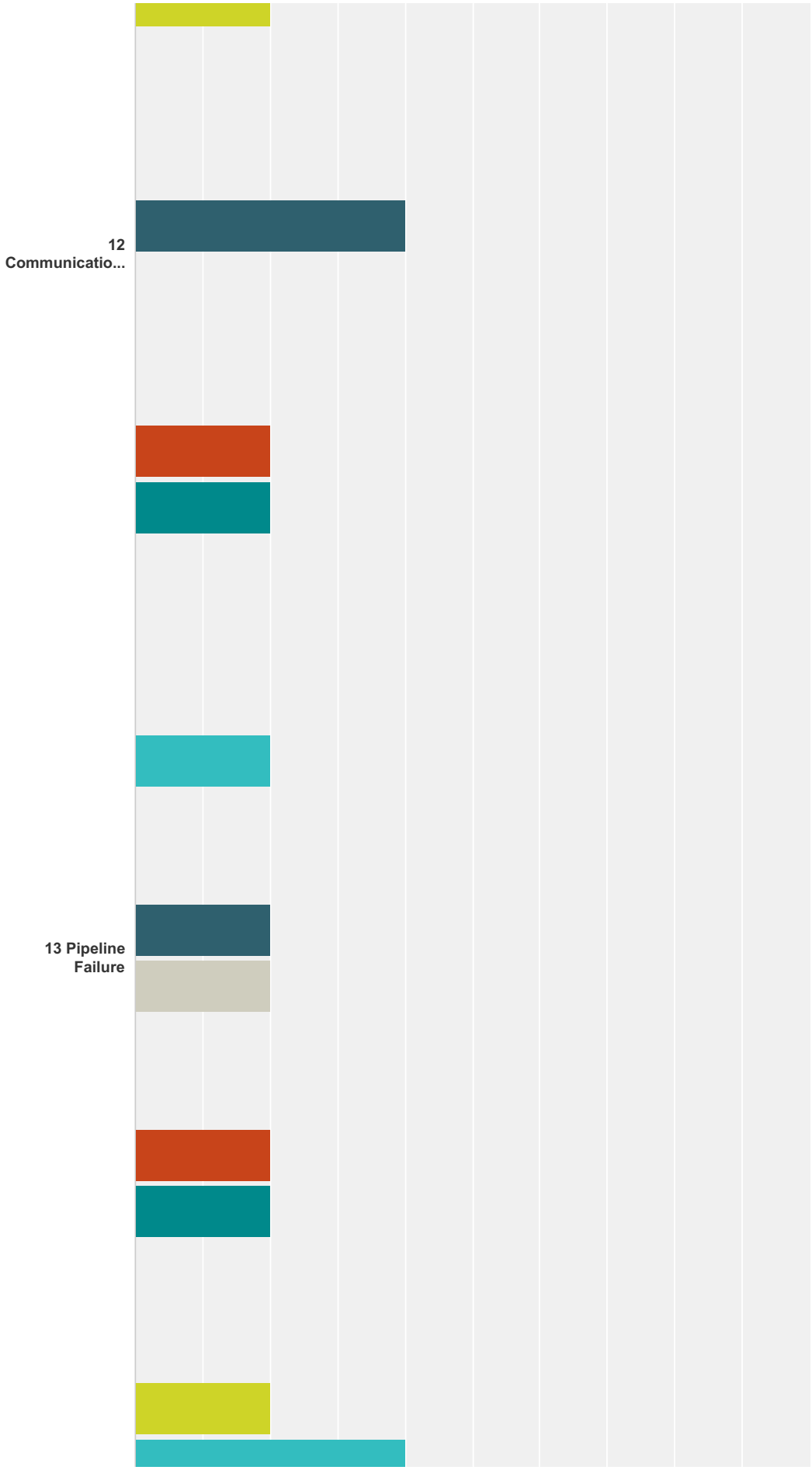

2 Hail
3 Flooding

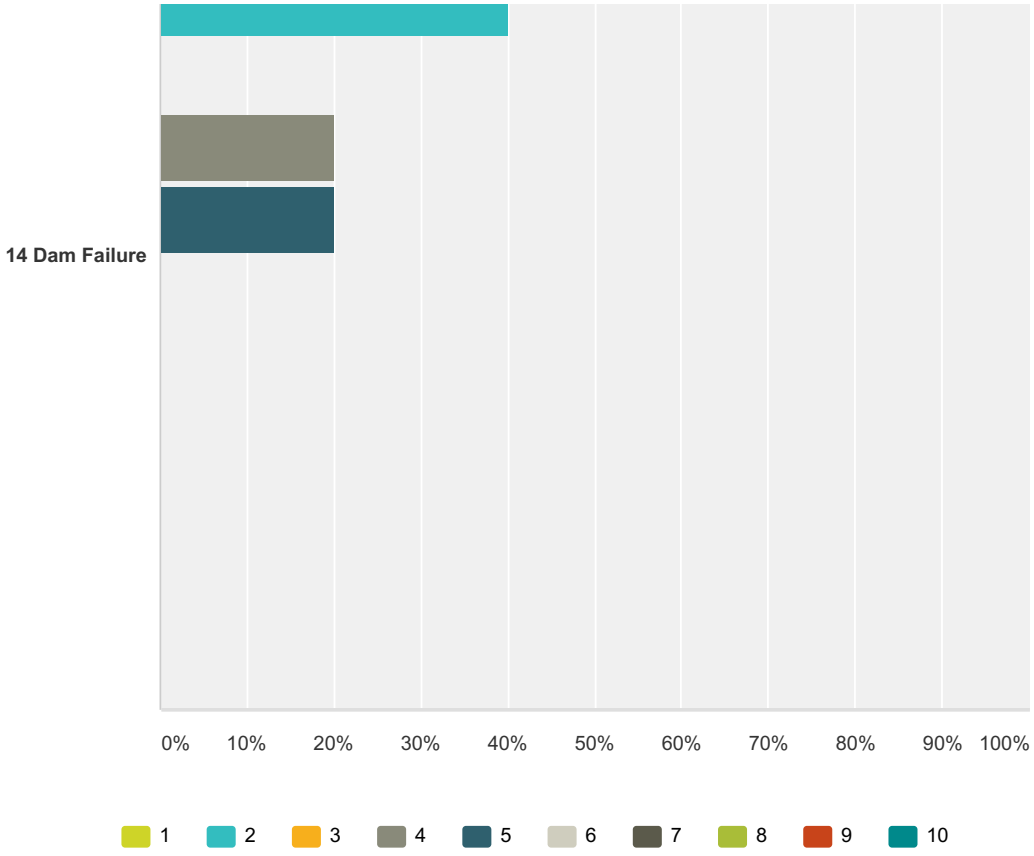

4 Terrorist Attack
5 Nuclear Incident


6 Winter Storm
7 Drought/Heat


8 Fire
9 Earthquake


10 Epidemic/Dis...
11 Hazardous Materials...


12 Communicatio...
13 Pipeline Failure

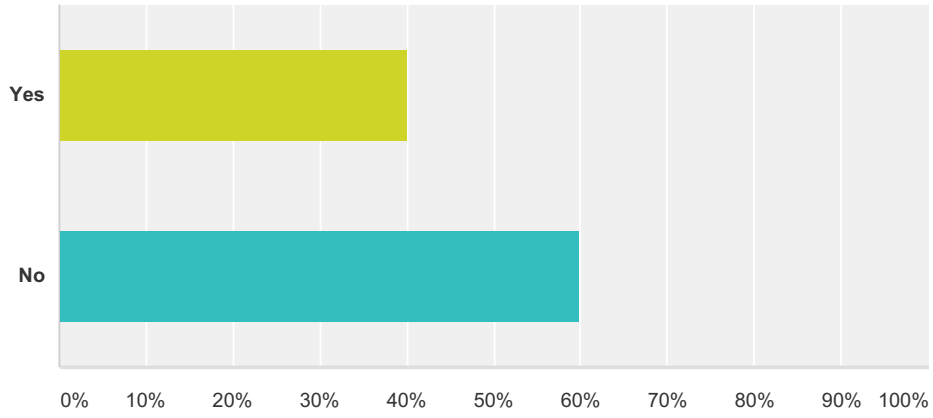


	1	2	3	4	5	6	7	8	9	10	Total
1 Tornado	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**60.00%** 3	5
Severe Thunderstorm	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**100.00%** 2	2
2 Hail	**0.00%** 0	**0.00%** 0	**20.00%** 1	**0.00%** 0	**20.00%** 1	**40.00%** 2	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	5
3 Flooding	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**0.00%** 0	**40.00%** 2	**0.00%** 0	**20.00%** 1	**20.00%** 1	**0.00%** 0	5
4 Terrorist Attack	**60.00%** 3	**20.00%** 1	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	5
5 Nuclear Incident	**80.00%** 4	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	5
6 Winter Storm	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**40.00%** 2	**0.00%** 0	**40.00%** 2	5
7 Drought/Heat	**0.00%** 0	**0.00%** 0	**0.00%** 0	**40.00%** 2	**0.00%** 0	**0.00%** 0	**0.00%** 0	**40.00%** 2	**0.00%** 0	**20.00%** 1	5
8 Fire	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**20.00%** 1	**0.00%** 0	**20.00%** 1	**0.00%** 0	**20.00%** 1	**20.00%** 1	5
9 Earthquake	**50.00%** 2	**0.00%** 0	**25.00%** 1	**0.00%** 0	**0.00%** 0	**0.00%** 0	**25.00%** 1	**0.00%** 0	**0.00%** 0	**0.00%** 0	4
10 Epidemic/Disease	**0.00%** 0	**20.00%** 1	**20.00%** 1	**40.00%** 2	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	5

11 Hazardous Materials Accident	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**60.00%** 3	**0.00%** 0	**20.00%** 1	**20.00%** 1	5
12 Communications Failure	**20.00%** 1	**0.00%** 0	**0.00%** 0	**0.00%** 0	**40.00%** 2	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**20.00%** 1	5
13 Pipeline Failure	**0.00%** 0	**20.00%** 1	**0.00%** 0	**0.00%** 0	**20.00%** 1	**20.00%** 1	**0.00%** 0	**0.00%** 0	**20.00%** 1	**20.00%** 1	5
14 Dam Failure	**20.00%** 1	**40.00%** 2	**0.00%** 0	**20.00%** 1	**20.00%** 1	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	5

Q7 Do you offer reverse 911 or other program that allows residents to sign up for alerts related to your County?

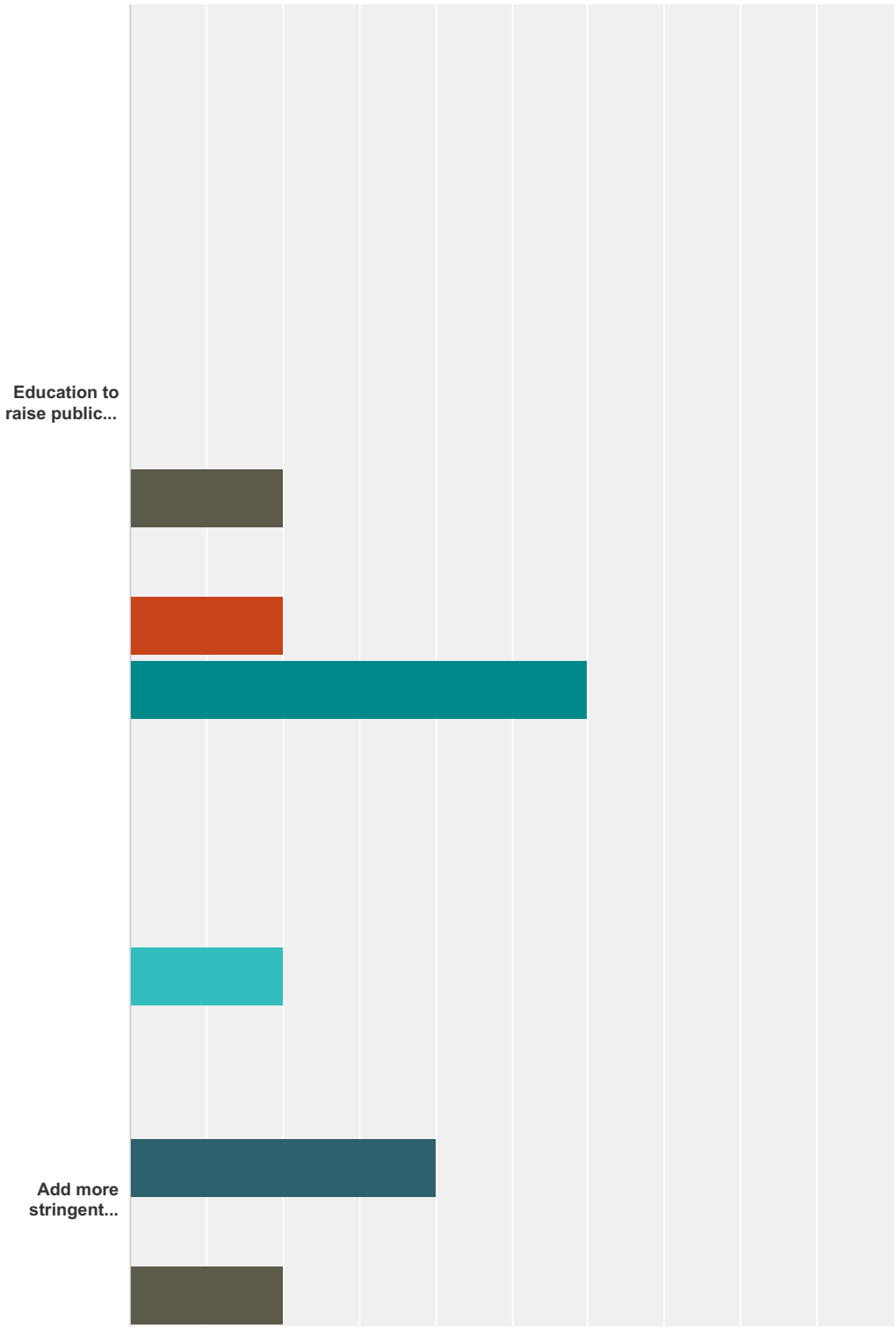
Answered: 5 Skipped: 0

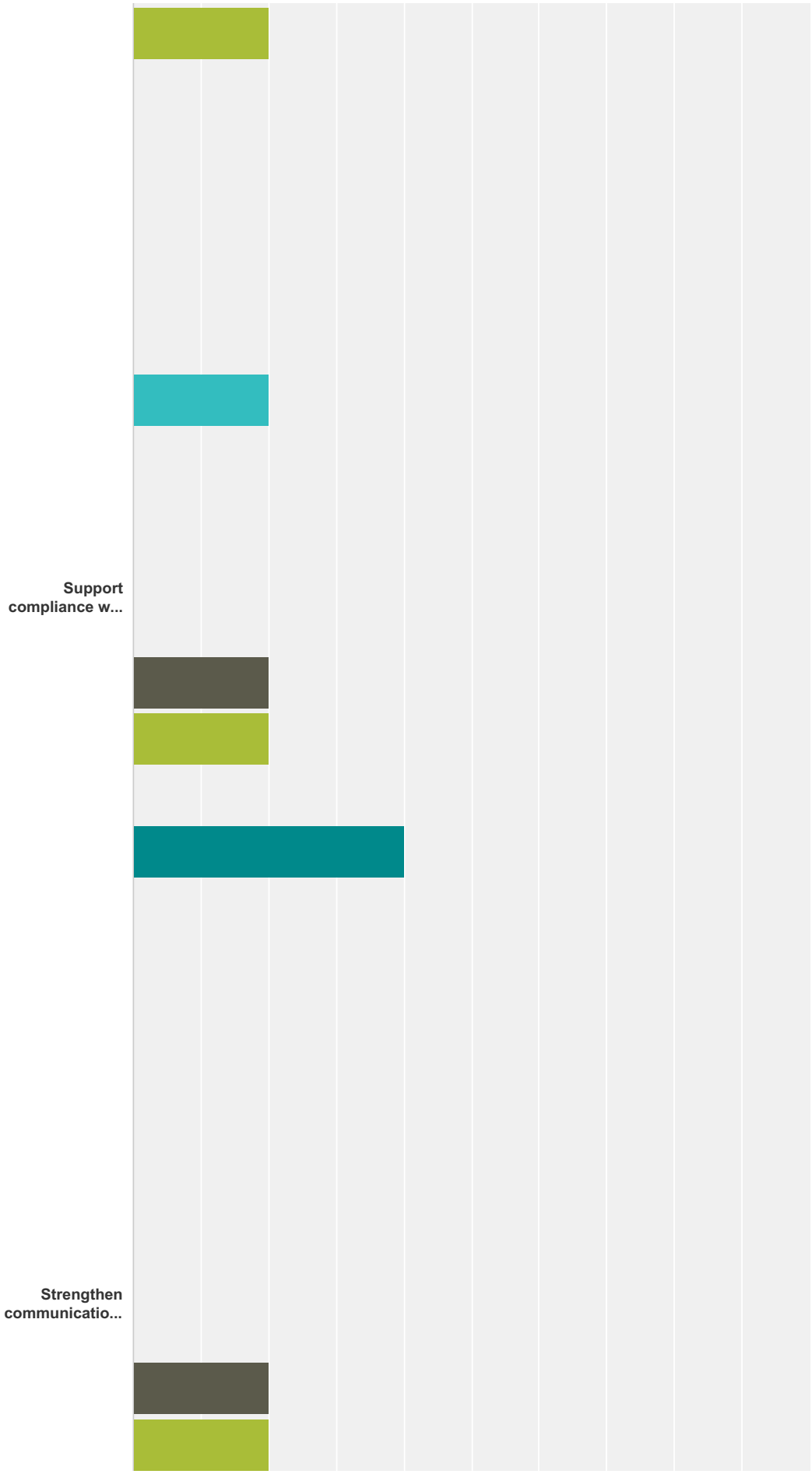


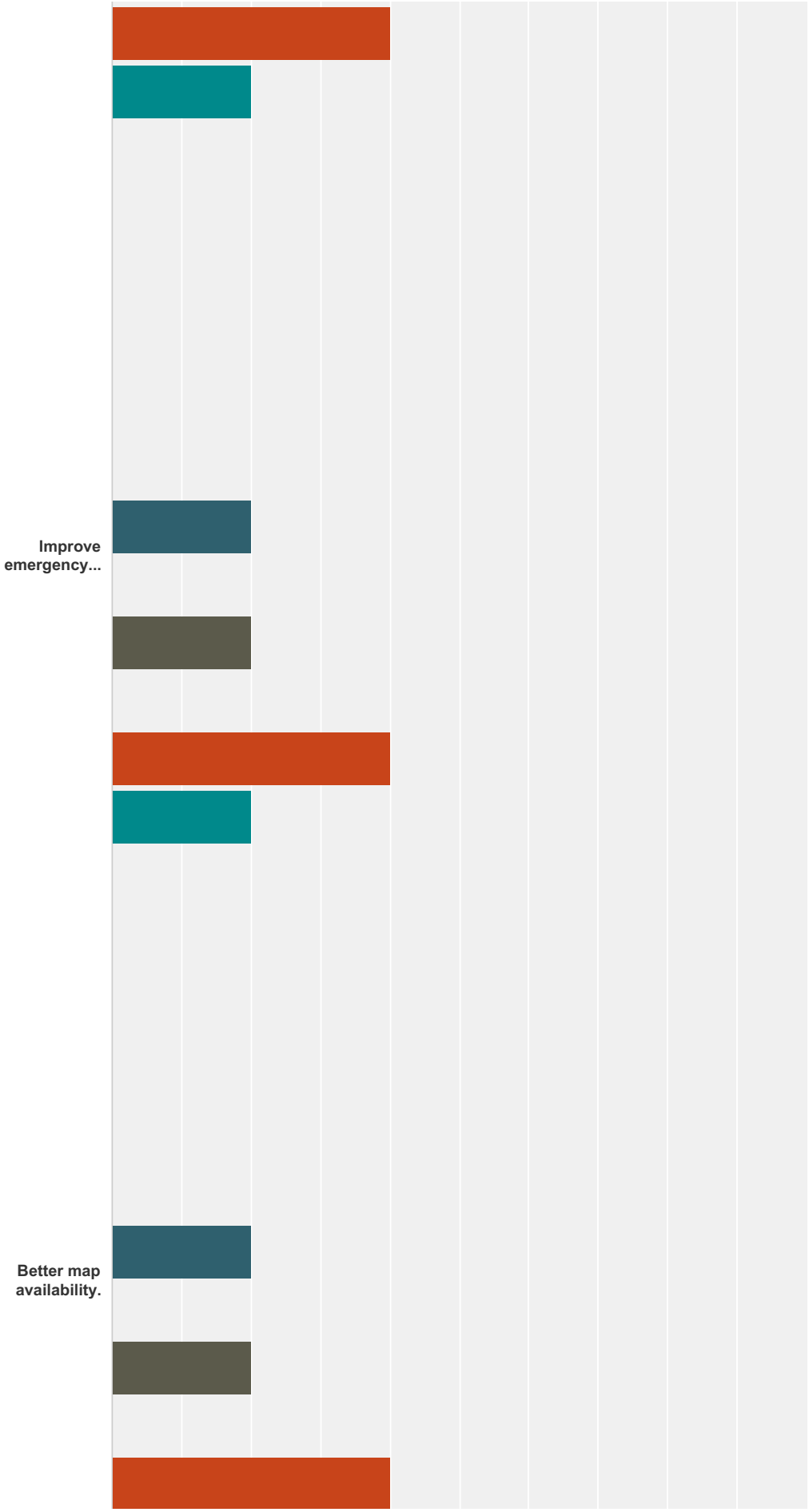
Answer Choices	Responses	
Yes	**40.00%**	2
No	**60.00%**	3
Total		**5**

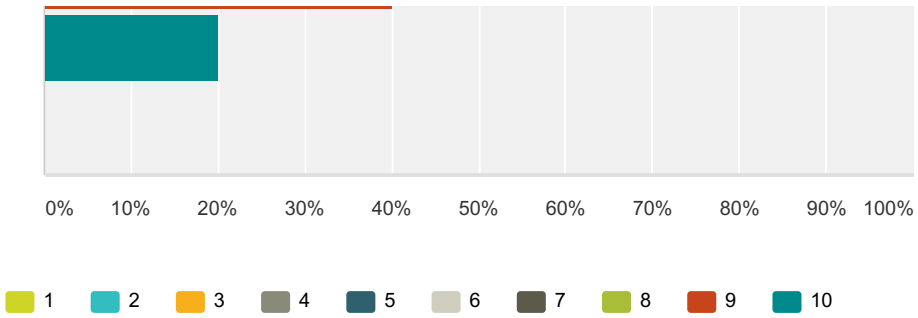
Q8 One purpose of a hazard mitigation plan is to list goals and objectives that can be used to work toward building disaster resistant communities. How would you rank the following goals with 1 being least important and 10 being very important?

Answered: 5 Skipped: 0




Support compliance w...
Strengthen communicatio...


Improve emergency...
Better map availability.



	1	2	3	4	5	6	7	8	9	10	Total
Education to raise public awareness.	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**0.00%** 0	**20.00%** 1	**60.00%** 3	5
Add more stringent building codes.	**0.00%** 0	**20.00%** 1	**0.00%** 0	**0.00%** 0	**40.00%** 2	**0.00%** 0	**20.00%** 1	**20.00%** 1	**0.00%** 0	**0.00%** 0	5
Support compliance with the National Flood Insurance program.	**0.00%** 0	**20.00%** 1	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**20.00%** 1	**0.00%** 0	**40.00%** 2	5
Strengthen communication and transportation abilities of emergency services.	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**20.00%** 1	**40.00%** 2	**20.00%** 1	5
Improve emergency sheltering in communities.	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**0.00%** 0	**20.00%** 1	**0.00%** 0	**40.00%** 2	**20.00%** 1	5
Better map availability.	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**20.00%** 1	**0.00%** 0	**20.00%** 1	**0.00%** 0	**40.00%** 2	**20.00%** 1	5