

PEORIA SUBDIVISION (0019)

Mile Post	Rule 6.3	CP #'s	Radio Display: Nelson to South Pekin - 5252 -*79 South Pekin to I&M Jct. - 5252 -*14		Sta. #'s	Siding Feet
			SOUTH ▼ STATIONS ▲	NORTH ▲		
0.0	YL		NELSON (0.2)	TY	NZ104	11084
0.2	TWC	Y000	NY (23.8)	Y		
24.0			MANLIUS (20.9)		SM128	12684
44.9			STORAGE (27.2)		SM149	9999
72.1	TWC ABS		PIONEER (5.0)		SM176	
77.1			POTTSTOWN (3.2)		SM181	
80.3		P081	PEORIA JCT. (3.9)	(M)	SM185	
			ADAMS ST.			Yard
84.2	TWC		PPU JCT (1.6)		SM189	
85.8			SOMMER (3.4)		SM190	6248
89.2		P089	ILLINOIS RIVER BR. (4.2)	D(M)	SM193	
93.4			SOUTH PEKIN (36.6)	Y	SM198	13970
130.0			BARR (1.7)		SM236	10603
131.7			I&M JCT.			
(131.7)						
SI-01 MAIN TRACK AUTHORITY						
TWC between MP 3.0 and MP 131.7						
Yard Limits between Nelson and MP 3.0; MP 92.2 and MP 95.8						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed			MPH			
Between Mileposts						
0.0 and 131.7						
(Except as Below) 40						
71.6 Spring Switch Trk1..... 25						
71.6 Trk2..... 30						
71.6 and 77.1..... 30						
77.1 Trk1..... 25						
77.1 Spring Switch Trk2..... 30						
80.3 and 80.7..... 30						
80.7..... 20						
80.7 and 94.8..... 30						
88.9 and 89.2 Bridge **..... 10						
96.8 Bridge..... 25						
110.8 and 124.2..... 25						
131.5 and 131.7..... 10						
** Applies to loaded bulk commodity unit trains only.						
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts						
All Sidings & Turnouts..... 10						
2. Dual Control Switch Turnouts						
CP P081..... 10						
3. Misc. Speed Restrictions (No Exceptions.)						

SI-04 MAIN TRACK DESIGNATIONS																								
ABS: Pioneer to Peoria Jct.																								
Double Track: MP 71.6 to Pottstown. Trk. 1 Northward, Trk. 2 Southward.																								
SI-05 MILEPOST EQUATIONS - None.																								
SI-06 DTC BLOCK LIMITS - None.																								
SI-07 ITEM 13 TRAIN DEFECT DETECTORS																								
(#) 16.8																								
(#) 51.2																								
(#) 124.2																								
SI-08 RULES ITEMS																								
Rule 8.3 Main Track Switches: No normal position for main track switches at MP 0.7 and MP 2.9 (Nelson), and MP 92.7 and MP 95.4 (South Pekin).																								
Rule 14.6: Movement Against the Current of Traffic may be authorized by track warrant.																								
SI-09 FRA EXCEPTED TRACKS																								
Nelson: Round House and rip tracks.																								
SI-10 BUSINESS TRACKS																								
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SI-11 INDUSTRIAL LEADS - None.																								
SI-12 TONNAGE RESTRICTIONS/TPOB																								
Maximum gross weight: 143 Tons.																								
SI-13 TRAIN MAKE-UP RESTRICTIONS																								
Cars in excess of 19 feet above the top of rail are prohibited. Restriction includes double stack container loads. Also series TTQX multilevel cars (type M3X), BNSF 306000-306153 and GVSR 89000-89058.																								
Trains operating between South Pekin and St. Louis must not exceed 8000 foot maximum train length unless authorized by the Kansas City Corridor manager.																								

SI-14 MISC. INSTRUCTIONS

Nelson: Northward trains must take siding at Nelson unless authorized by train dispatcher to use the main track. Trains entering Peoria Subdivision at Nelson must contact the Train Dispatcher for instructions through Nelson Yard.

Adams Street Low Line: Between East Peoria and Adams Street UP operates over PPU and must obtain permission from PPU train dispatcher before entering PPU.

Peoria Jct.: Southward absolute signal at MP 80.3 and northward distance signal at MP 81.2 serve as slide detector indicators. When signal displays a red aspect, in addition to complying with the indication, proceed prepared to stop short of obstructions at MP 80.5.

Six Axle Units Prohibited: On business tracks Speer and on round house, caboose and rip tracks at Nelson.

Illinois River Bridge (MP 89.2) is controlled by the bridge operator. Southward trains approaching this bridge must contact the bridge operator when passing Peoria Jct. Northward trains approaching this bridge must contact the bridge operator when leaving South Pekin. Dual control switch within the interlocking limits is controlled by the bridge operator. When switch is lined for the CIM the absolute signal for southward trains will display a Restricting aspect.

Spring Switches: Spring switches equipped with Switch Point Indicators located at MP 21.8, Manlius, north end of siding; MP 44.5, Storage, north end of siding, and at MP 128.6, Barr, north end of siding.

Normal position for spring switch at MP 71.6, Pioneer, for Trk.1 and at MP 77.1, Pottstown for Trk.2.

PPU Jct. - Sommer: Southward signal at MP 84.1 and northward signal at MP 86.0 govern movement between MP 84.1 and MP 86.0.

Sommer: Verbal authority from the TPW train dispatcher must be obtained to operate on TPW between Sommer and Iowa Jct. and governed by Rule 6.13. Maximum speed on tracks other than main tracks is 5 MPH.

Item 2-C: Exception 1 applies.