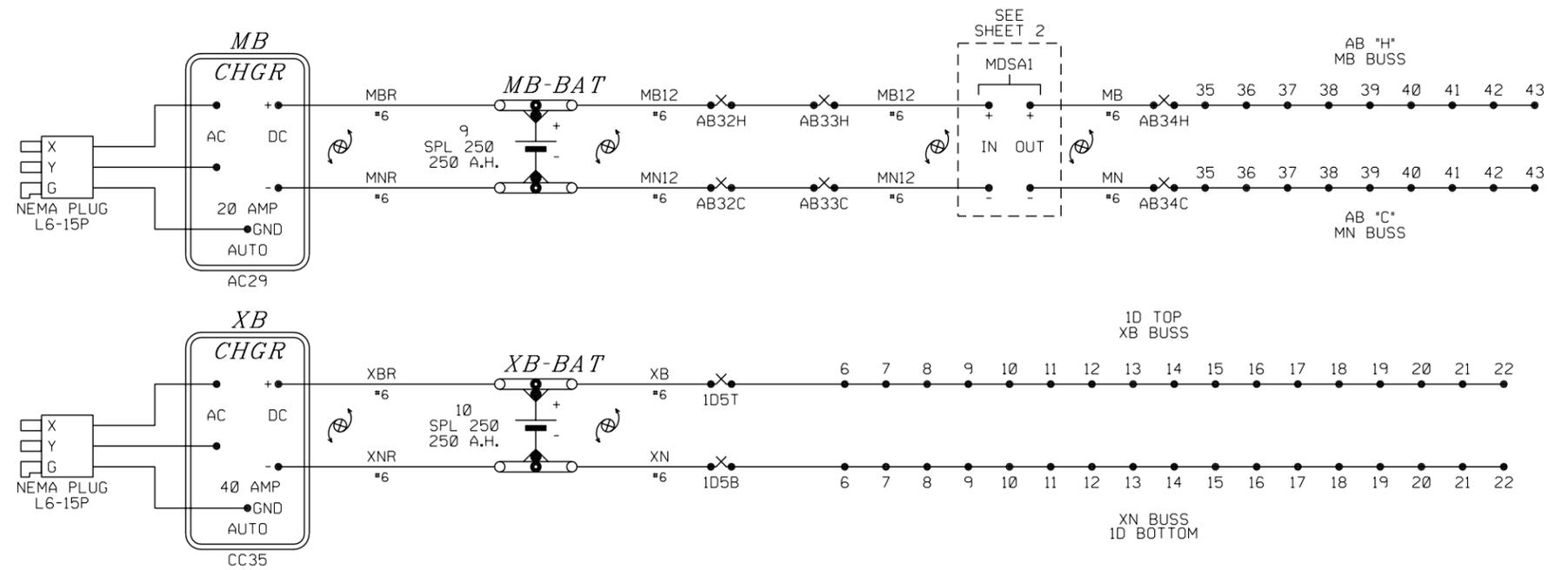
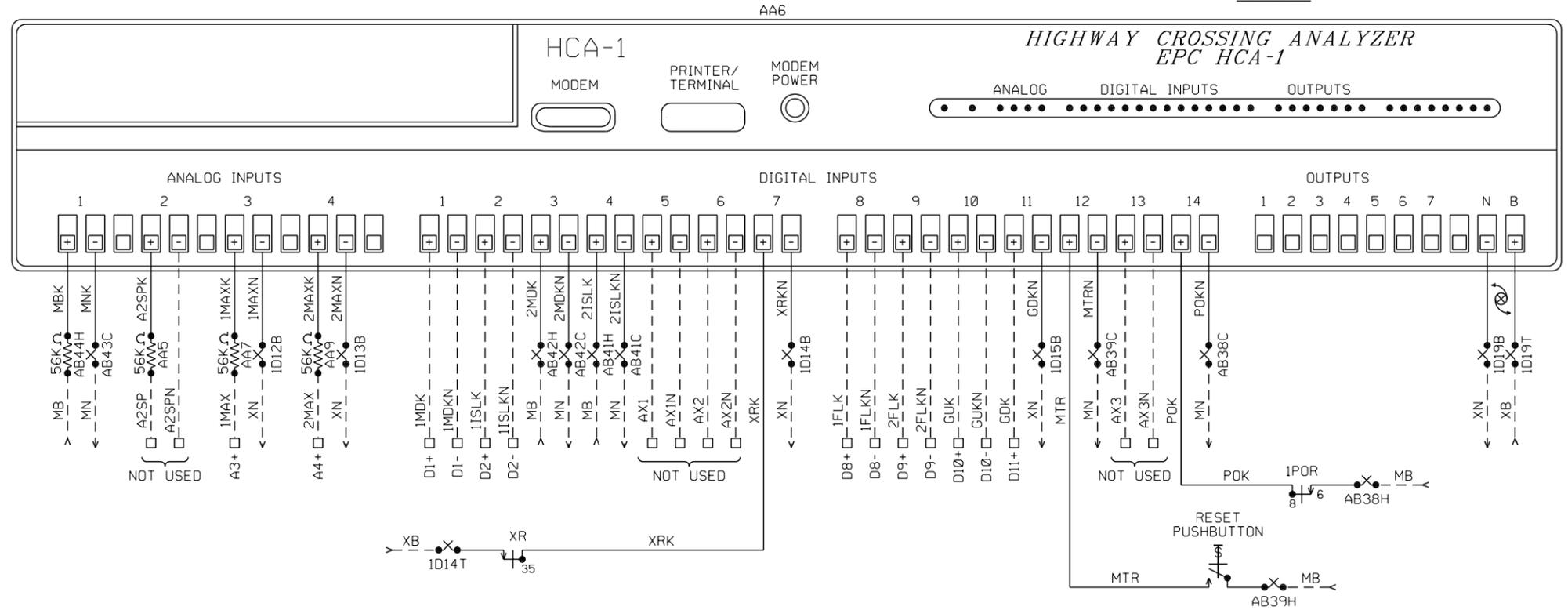


PROGRAM BNSF4



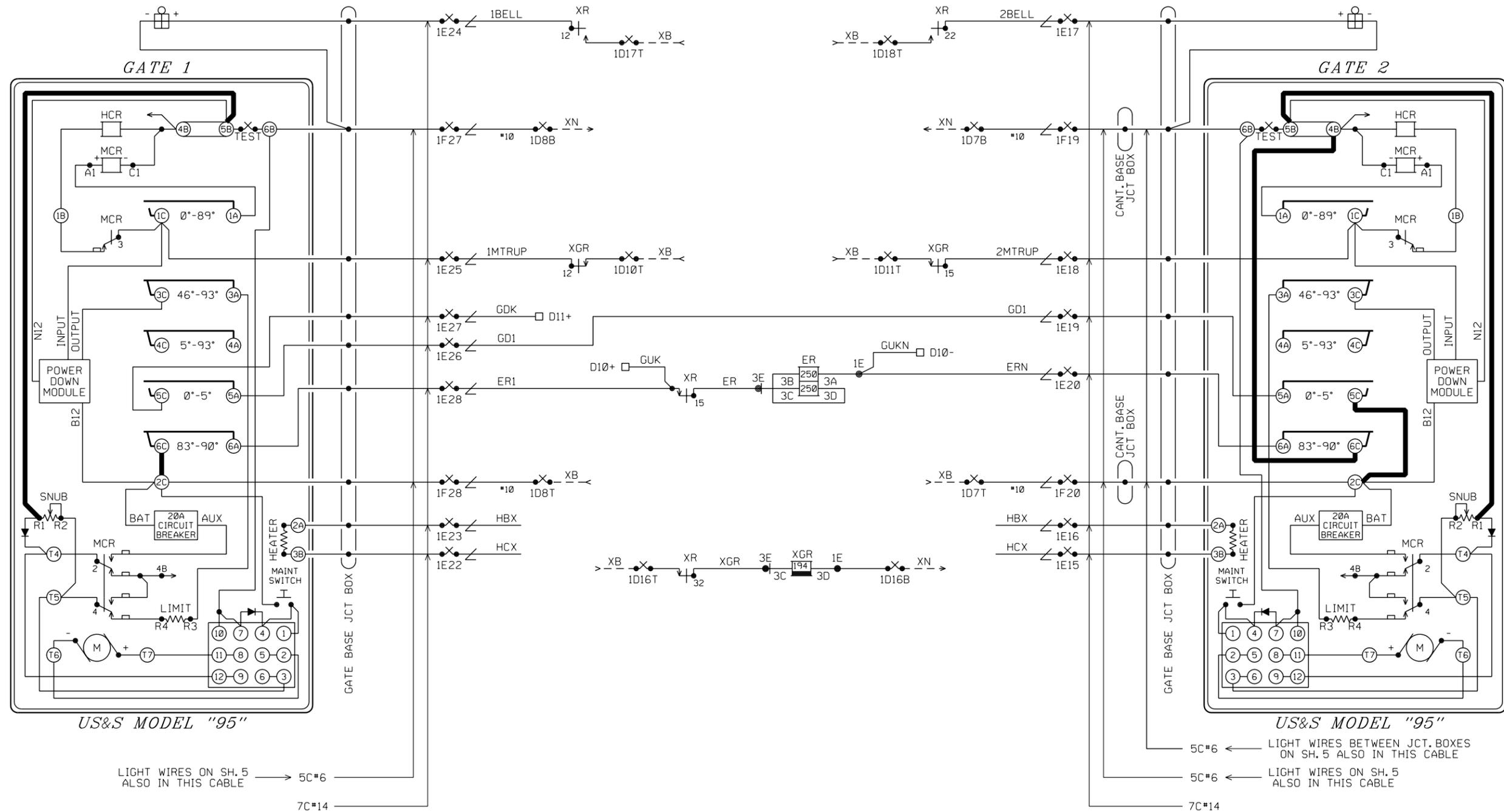
BURLINGTON NORTHERN SANTA FE RAILWAY

RECORDER AND BATTERY CIRCUITS
36TH ST. QUINCY, IL

ALL NEW

DESIGNED 08-27-08 RSS/JML	INSTALL NEW XING SEG. 38562	LS 0011	MP 257.84
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SH 03 OF 10



NOTE:
ADD JUMPERS IN GATE SHOWN IN BOLD.

ALL NEW

BURLINGTON NORTHERN SANTA FE RAILWAY

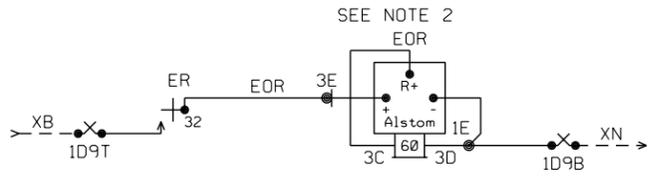
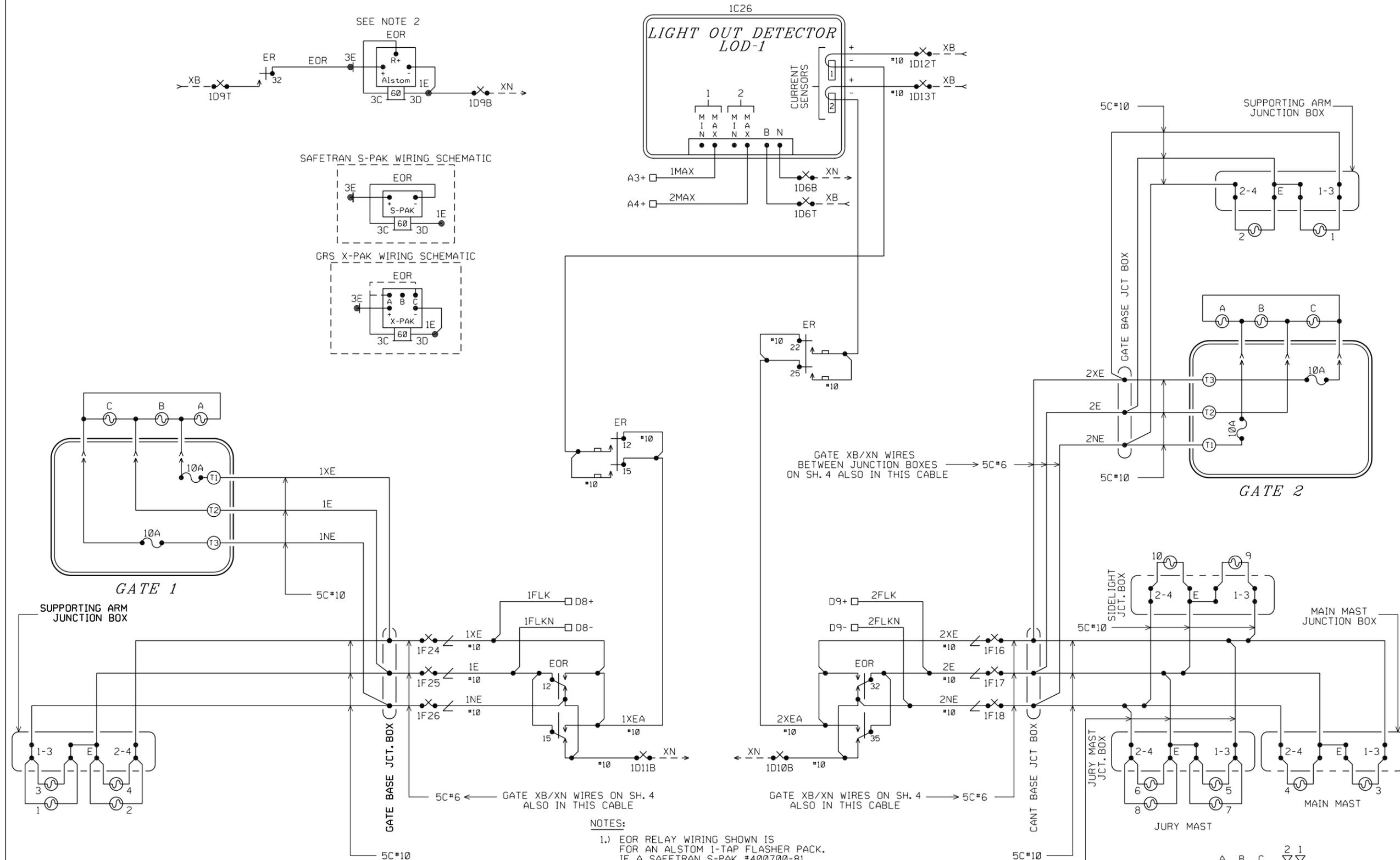
36TH ST. GATE CIRCUIT PLAN
QUINCY, IL

LS 0011

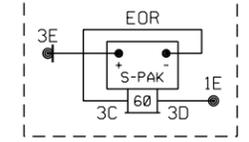
MP 257.84

SH 04 OF 10

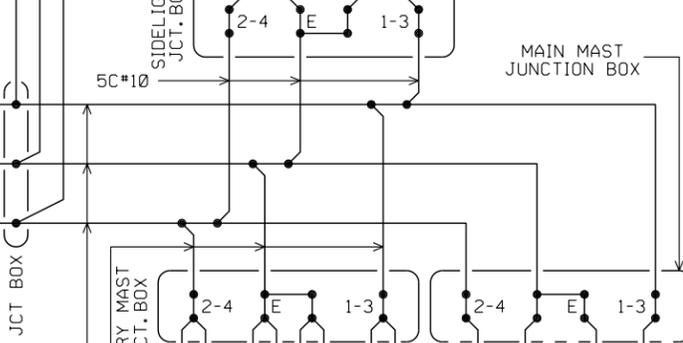
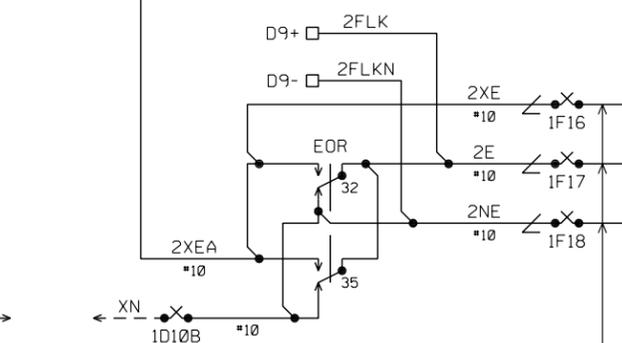
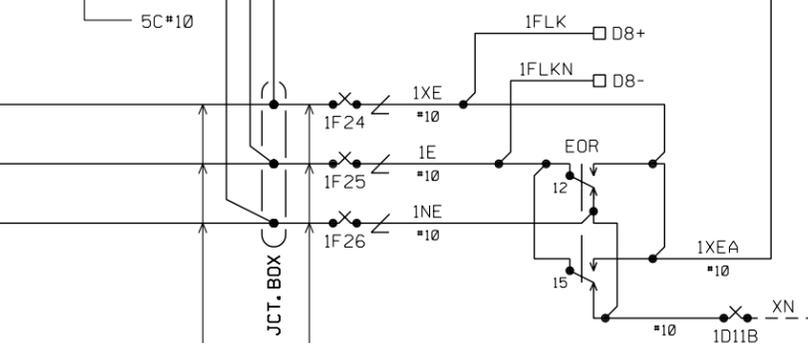
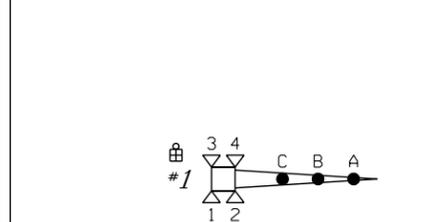
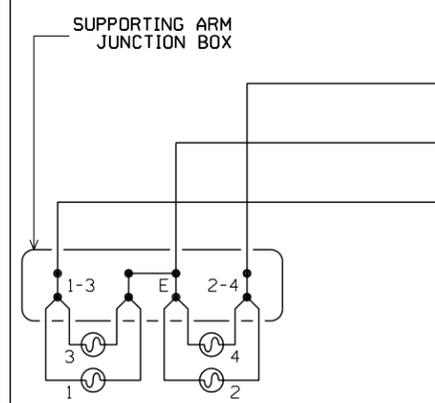
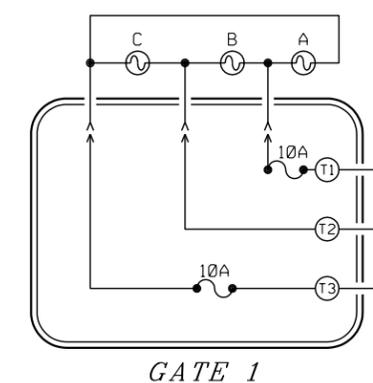
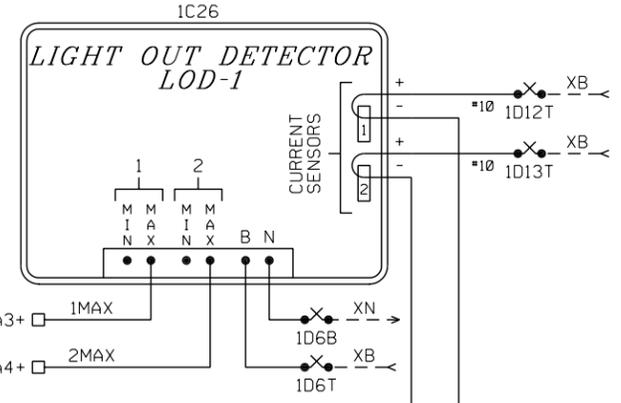
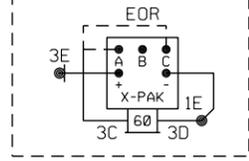
DESIGNED 08-27-08
INSTALL NEW XING
RSS/JML SEQ. 38562



SAFETRAN S-PAK WIRING SCHEMATIC



GRS X-PAK WIRING SCHEMATIC



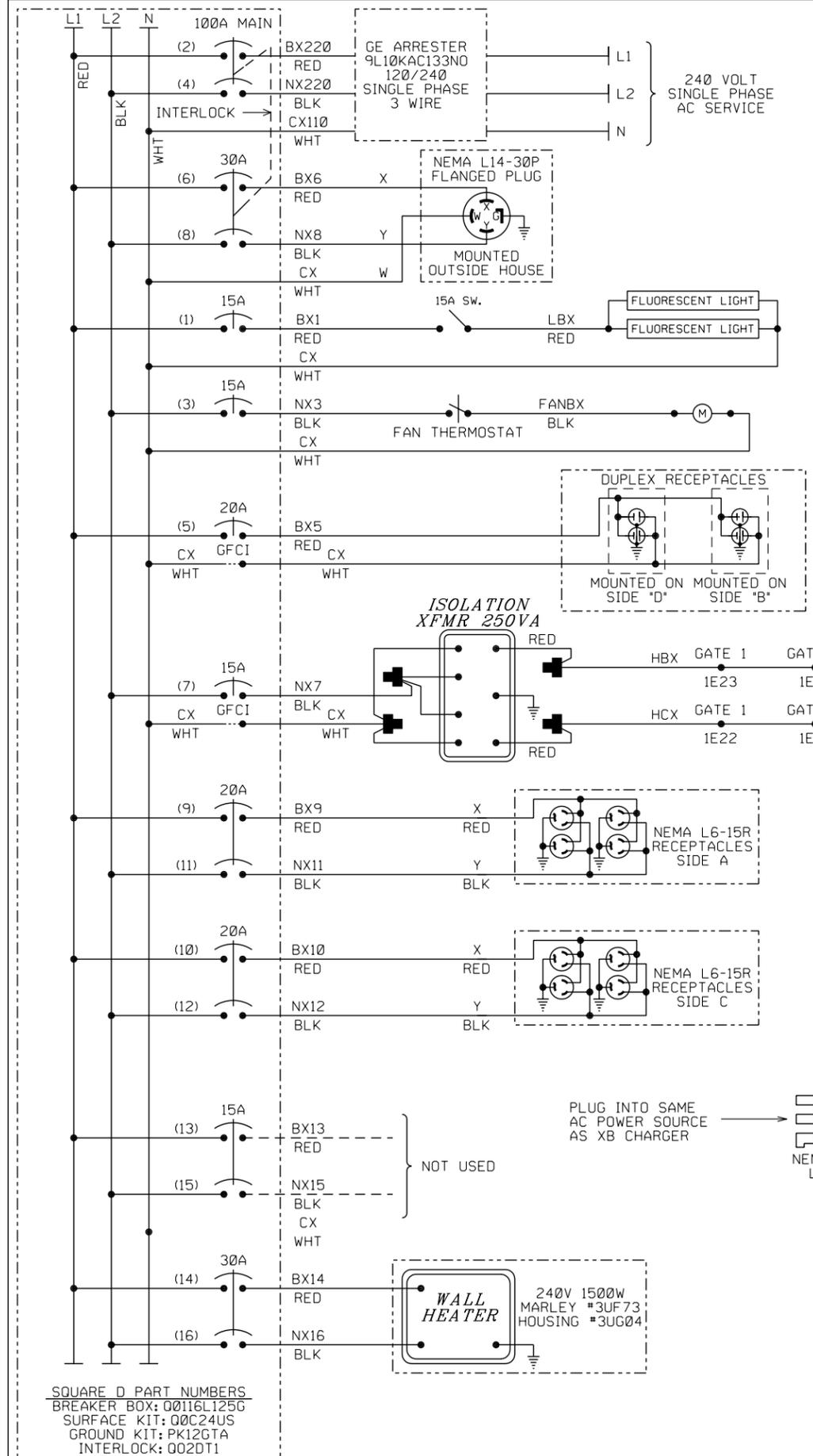
- NOTES:
- 1.) EOR RELAY WIRING SHOWN IS FOR AN ALSTOM 1-TAP FLASHER PACK. IF A SAFETRAN S-PAK #400700-81 OR A GRS X-PAK IS USED, CONSULT THE INSERT FOR PROPER WIRING.
 - 2.) (ALSTOM) WHEN EOR RELAY WITH 60 OHM COIL RESISTANCE IS USED ALSTOM PART #30733-003-02 SHOULD BE USED. IF 18 OHM COILS ARE USED ALSTOM PART #30733-003-04 SHOULD BE USED.
 - 3.) (X-PAK) WHEN EOR RELAY WITH 60 OHM COIL RESISTANCE IS USED CONNECT JUMPER FROM 3C TO 'A'. IF 18 OHM COILS ARE USED CONNECT JUMPER FROM 3C TO 'C'.
 - 4.) (S-PAK) DO NOT USE S-PAK WITH 18 OHM COILS

ALL NEW

BURLINGTON NORTHERN SANTA FE RAILWAY

FLASHER CIRCUIT PLAN
36TH ST. QUINCY, IL

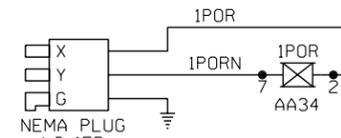
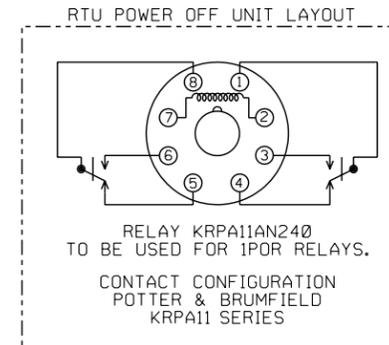
LS 0011 MP 257.84 SH 05 OF 10



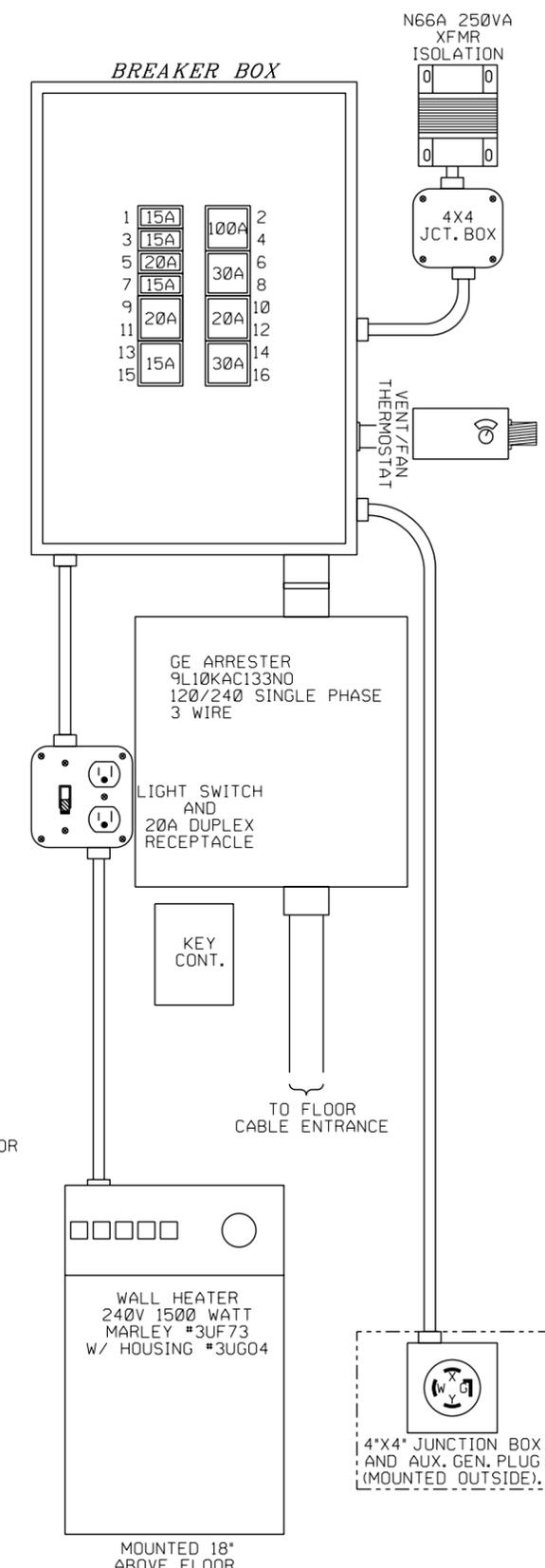
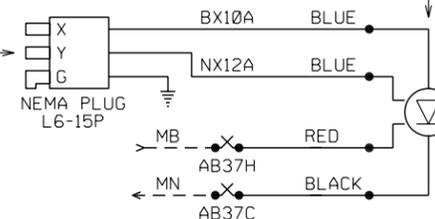
SQUARE D PART NUMBERS
 BREAKER BOX: Q0116L125G
 SURFACE KIT: Q0C24US
 GROUND KIT: PK12GT
 INTERLOCK: Q02DT1

NOTES:

- USE THE FOLLOWING COLOR CODE:
 GRN - GREEN - SAFETY EQUIPMENT GROUND
 WHT - WHITE - CX110 (NEUTRAL)
 BLK - BLACK - NX220 (L2)
 RED - RED - BX220 (L1)
 EXCEPTIONS TO THE ABOVE COLOR CODE ARE THE PRE-WIRED, SEALED ARRESTOR UNITS MOUNTED ON THE BREAKER BOX WHICH HAVE TWO BLACK AND ONE WHITE WIRE EACH.
- = WIRE NUT
- MINIMUM WIRE SIZE
 10 AMP - NO. 14 AWG THHN OR THWN SOLID
 20 AMP - NO. 12 AWG THHN OR THWN SOLID
 30 AMP - NO. 10 AWG THHN OR THWN SOLID
- GROUND FAULT INTERRUPT (GFCI) MUST BE USED ON ALL CIRCUITS SERVING CONVENIENCE OUTLETS AND ANY EQUIPMENT OUTSIDE THE BUNGALOW. RECEPTACLE MOUNTED GFCI MAY BE USED INSTEAD OF BREAKER TYPE.
 JUMPER WIRES BLK/YEL TO BLK/GRN WITH CX (WHT)
 OLD JUMPER WIRES BLK TO BLK/RED WITH NX7 (BLK)
 JUMPER WIRES YEL TO BRN WITH CX (WHT)
 NEW JUMPER WIRES BLK TO BLU WITH NX7 (BLK)
- ISOLATION TRANSFORMER IF INSTALLED,
 JUMPER WIRES BLK/YEL TO BLK/GRN WITH CX (WHT)
 OLD JUMPER WIRES BLK TO BLK/RED WITH NX7 (BLK)
 JUMPER WIRES YEL TO BRN WITH CX (WHT)
 NEW JUMPER WIRES BLK TO BLU WITH NX7 (BLK)
- ALL GROUND WIRES RUN TO BREAKER BOX GROUND BUSS



POWER OFF LED
 CONSTANT ON AC
 FLASH ON DC INDICATOR



ALL NEW

BURLINGTON NORTHERN SANTA FE RAILWAY

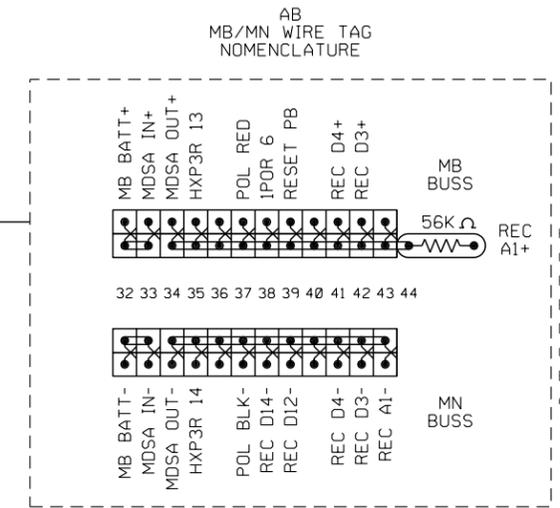
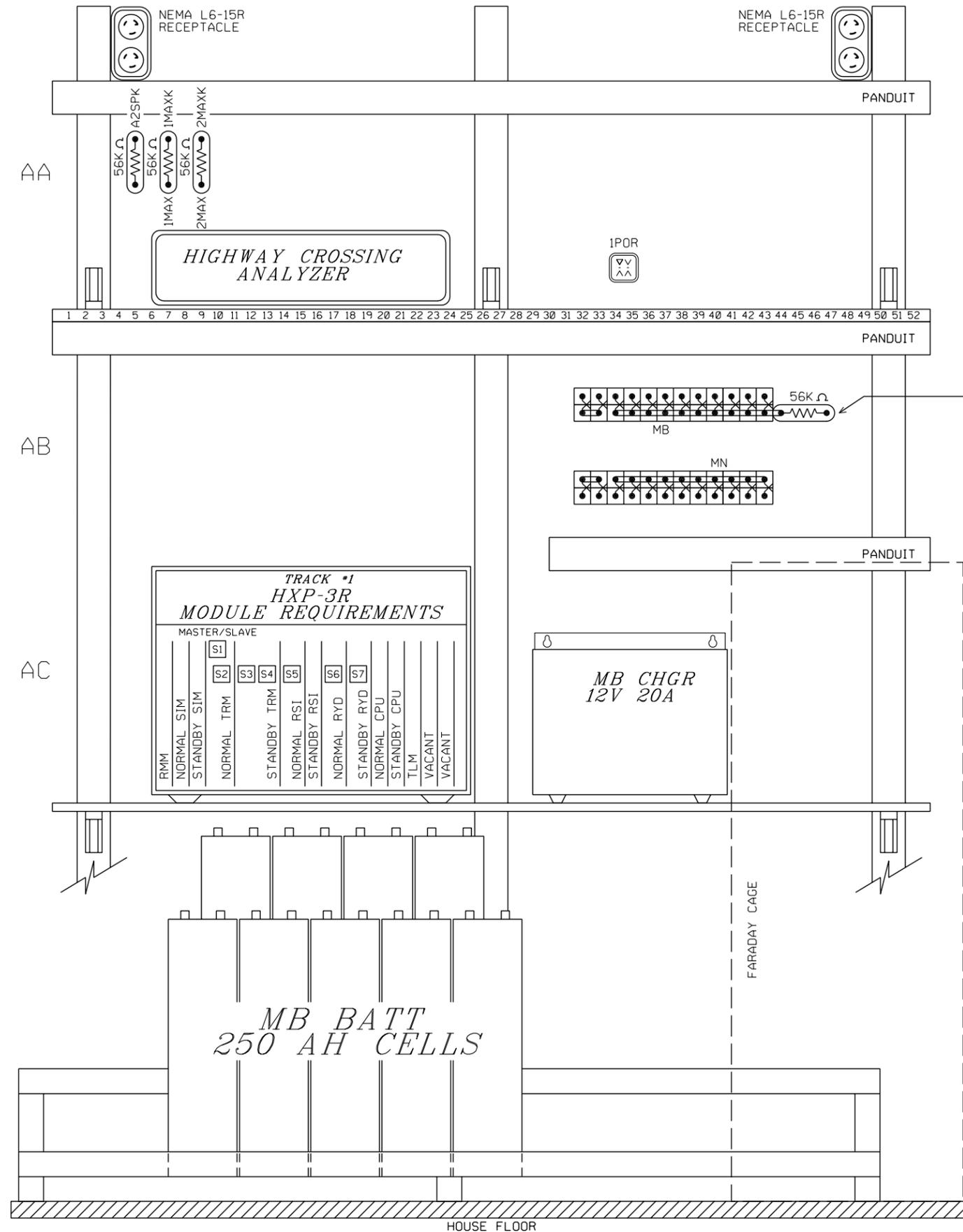
POWER DISTRIBUTION
 36TH ST. QUINCY, IL

DESIGNED 08-27-08
 INSTALL NEW XING
 RSS/JML SEQ.# 38562

LS 0011

MP 257.84

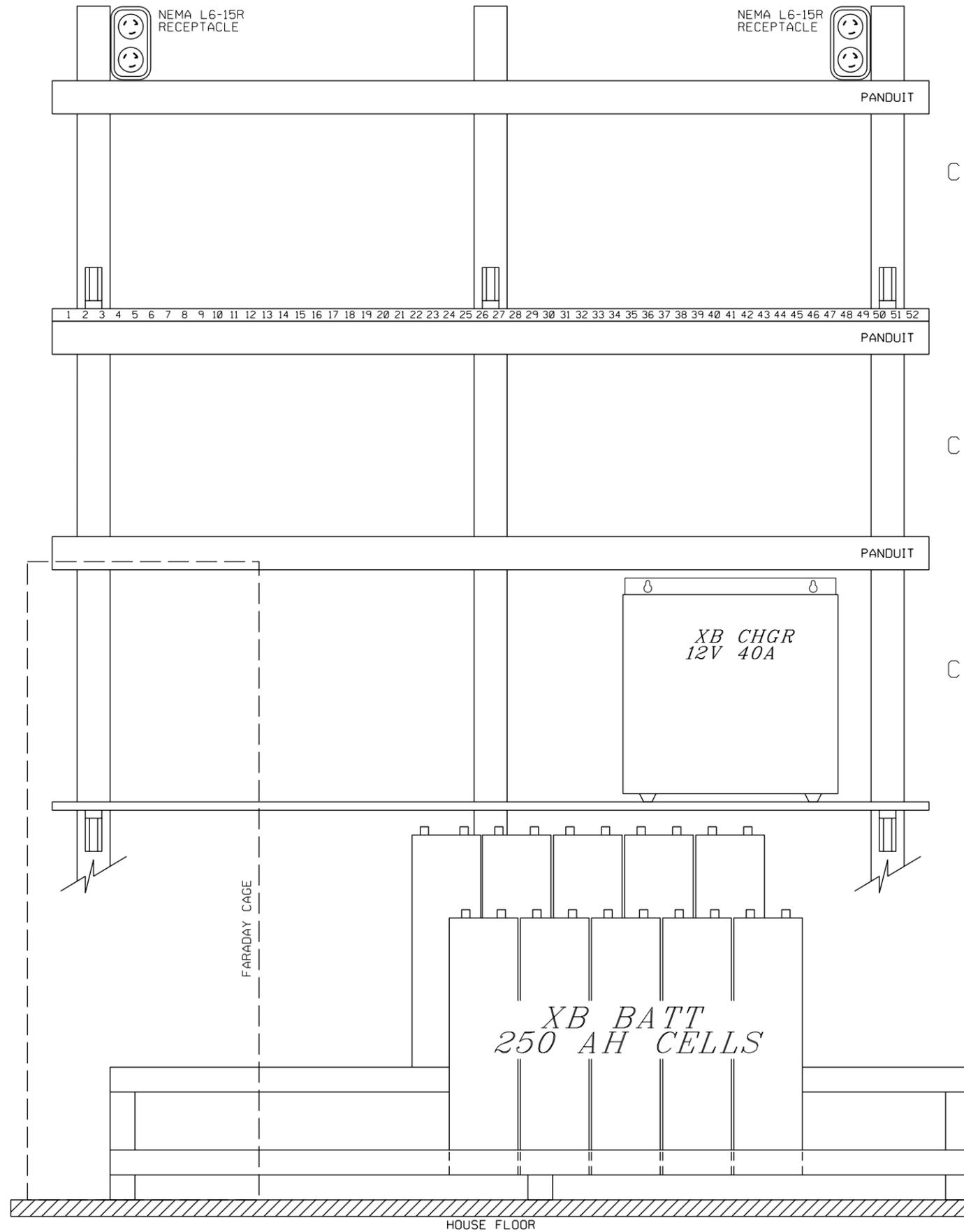
SH 06 OF 10



SIDE A

ALL NEW

BURLINGTON NORTHERN SANTA FE RAILWAY		
SIDE "A" SHELF LAYOUT		
36TH ST. QUINCY, IL		
LS 0011	MP 257.84	SH 08 OF 10



SIDE C

ALL NEW

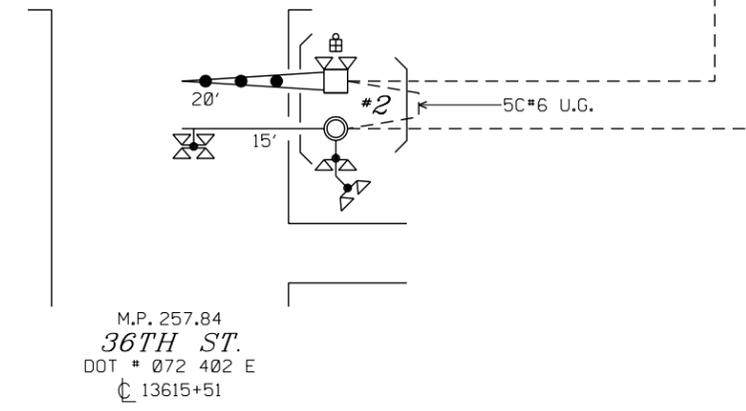
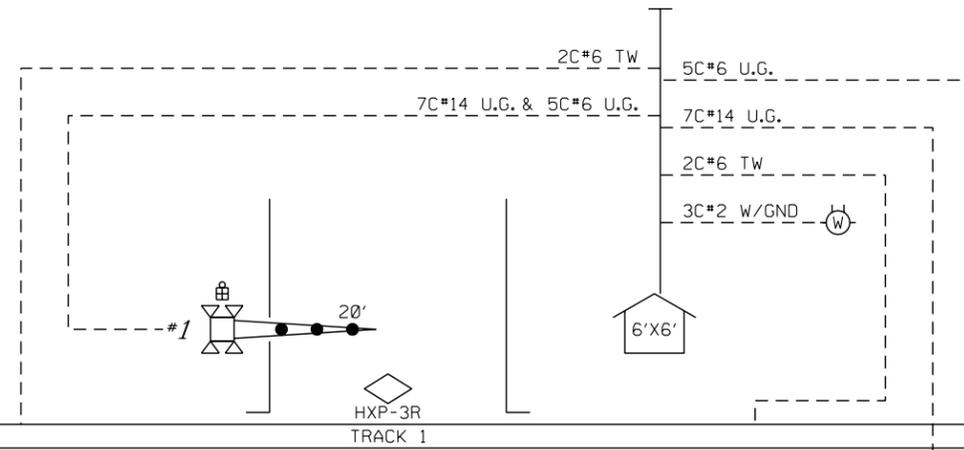
BURLINGTON NORTHERN SANTA FE RAILWAY		
SIDE "C" SHELF LAYOUT		
36TH ST. QUINCY, IL		

DESIGNED 08-27-08
INSTALL NEW XING
RSS/JML SEQ. 38562

LS 0011

MP 257.84

SH 09 OF 10



ALL NEW

BURLINGTON NORTHERN SANTA FE RAILWAY

CABLE LAYOUT
36TH ST. QUINCY, IL

DESIGNED 08-27-08
INSTALL NEW XING
RSS/JML SEQ.# 38562

LS 0011

MP 257.84

SH 10 OF 10

STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION

Petition for permission to make a major change in crossing protection, or to install new protection under 92 Illinois Administrative Code 1535.400 (d)

Date: September 29, 2008

To the Illinois Commerce Commission:

The petitioner **BNSF Railway** shows

- (1) That it is a railroad company operating a line of railroad in the State of Illinois.
- (2) That petitioner proposes and hereby makes application for authority to make a major change in crossing protection, or to install new protection, under 92 Illinois Administrative Code 1535.400 (d) adopted by this Commission.
- (3) That the location of the crossing, the nature of protection now established and proposed to be established, and other pertinent facts in connection therewith, are set forth in the statement attached to and forming part of this petition.
- (4) That petitioner's reasons and purpose, with reference to its said proposal are

Install Constant Warning and Flashers and Gates, with 1 cantilever in accordance wit IDOT agreement Job # C-96-243-07

- (5) That the facts set forth in this petition and in the statement and plans or plats attached thereto, are, all of them, true and correct to the best of petitioner's knowledge and belief.

WHEREFORE, the petitioner prays that the Commission will, if deemed desirable by the Commission, set the aforesaid matter for hearing, and that the Commission enter an order or adopt a resolution consenting to and granting authority for the making of the said proposed changes in or additions to crossing protection.

BNSF Railway

By _____
Daniel Dunn
General Construction Supervisor
309-345-6271

(Attorney for Petitioner)

(Use Enter key for up to four additional lines.)

(Attorney's Address)

Statement, attached to and part of an application for permission to make a major change in crossing protection or to install new protection, under 92 Ill. Adm. Code 1535.400(d).

1. Name of Railroad Company **BNSF Railway**
2. Crossing Number **072402E**
3. Village or City **Quincy, IL.**
4. Name of Street or Highway **36th Street**
5. Public Agency Maintaining Highway **(D.O.T., County, Township, City)**
6. Protection now established: (Give full description. Indicate the hours of any manual protection.)
flashers
7. Protection desired: (Give details)
Install Constant Warning and Flashers and Gates, and 1 cantilever
8. Number of main tracks **1** Other tracks _____
9. Number of passenger train movements: 6 a.m. to 6 p.m. **2** 6 p.m. to 6 a.m. **2**
10. Number of freight train movements: 6 a.m. to 6 p.m. **8** 6 p.m. to 6 a.m. **8**
11. Approximate number of switch movements: 6 a.m. to 6 p.m. _____ 6 p.m. to 6 a.m. _____
12. Maximum speed of trains at crossing on each track in each direction
Track 1 N/E Bound **79** mph S/W Bound **79** mph
Track 2 N/E Bound _____ mph S/W Bound _____ mph
Track 3 N/E Bound _____ mph S/W Bound _____ mph
13. Passenger platforms served by tracks within the limits of track circuits, if any **0**
14. Where automatic signals or gates are proposed, approximately number of train or engine movements daily which would cause false indications or operation _____

15. Nature and approximate amount of street or highway traffic over crossing

3000 AADT

16. In addition to the information listed hereinbefore in Form 3, attach a track plan or plat of the proposed crossing. This plan should show:

- (a) Width and surface of highway.
- (b) Highway intersections (including private driveways to be so indicated) and location of established highway signs or signals within 100 feet of crossing.
- (c) Location of tracks, switches and other railroad facilities such as block signals, etc. within limits of track circuits, present and/or proposed.
- (d) Where automatic protection is proposed, show proposed location of signals (sidelights, cantilevers, etc., if any).
- (e) Show the length of each operation track section within the control limits of the crossing protection and its function.

ADDITIONAL INFORMATION

VERIFICATION

I, (Daniel Dunn, first being duly sworn upon oath depose and say that I am General Construction Supervisor of BNSF Railway, an Deleware corporation; that I have read the above and foregoing petition by me subscribed and know the contents thereof; that said contents are true in substance and in fact, except as to those matters stated upon information and belief, and as to those, I believe same to be true.

Daniel Dunn
General Construction Supervisor

CROSSING DISABLE PROCEDURE 08/27/08

Street: 36th St.
Line Segment: 0011
Mile Post: 257.84
Plan Revision Date: 08/27/08

Note: If the date stamp on the lower left corner of any sheet of the plan set does not match the Plan Revision Date above, then this procedure is **VOID**.

Before following the Crossing Disable Procedure, comply with Signal Instruction 7.2, 7.2A, 7.2B, 7.2C as appropriate. An understanding of the highway/railroad crossing circuits is required before any work is performed.

IF YOU ARE UNSURE OF ANY OF THESE PROCEDURES, CONSULT YOUR SUPERVISOR.

Disable one approach (from Signal Instruction 7.2):

- a. Shunt the affected approach outside of the island and as close to the track work as practicable.
- b. The crossing should recover after approximately 20 seconds.
- c. Verify that the crossing island circuit is effective.

Note: Depending on location, the placement of the shunt may cause short or zero warning time for the opposite approach. Shunt placement may also cause short or zero warning time for the adjacent crossings. Before placing any shunts, verify if the adjacent crossings will be affected and insure that proper procedures have been followed to protect those crossings.

Disable both approaches but not the island (from Signal Instruction 7.2):

- a. Shunt both approaches outside the island and as close to the track work as practicable in both directions.
- b. The crossing should recover after approximately 20 seconds.
- c. Verify that the crossing island circuit is effective.

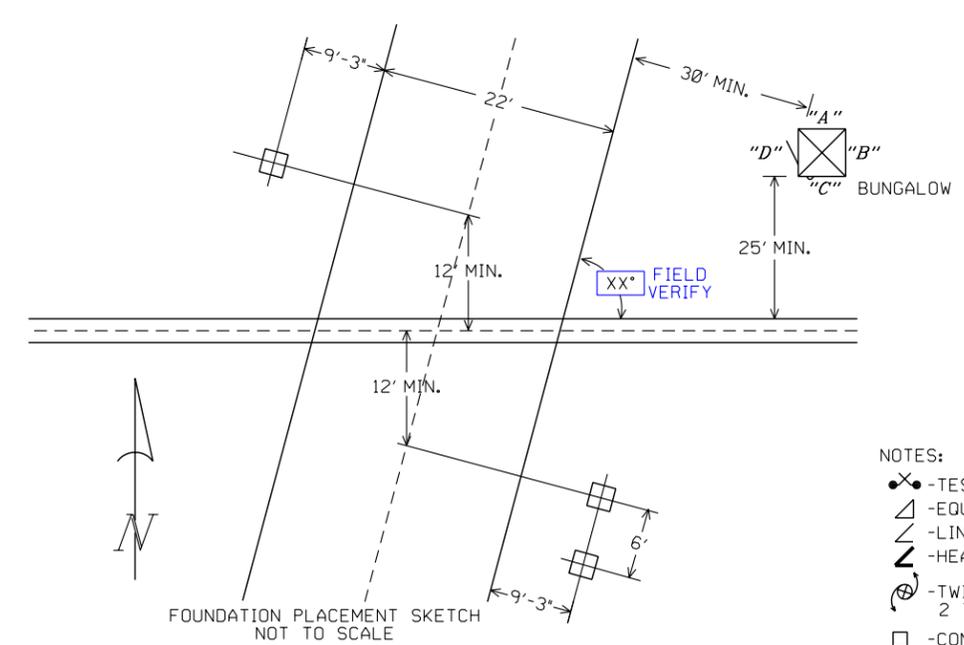
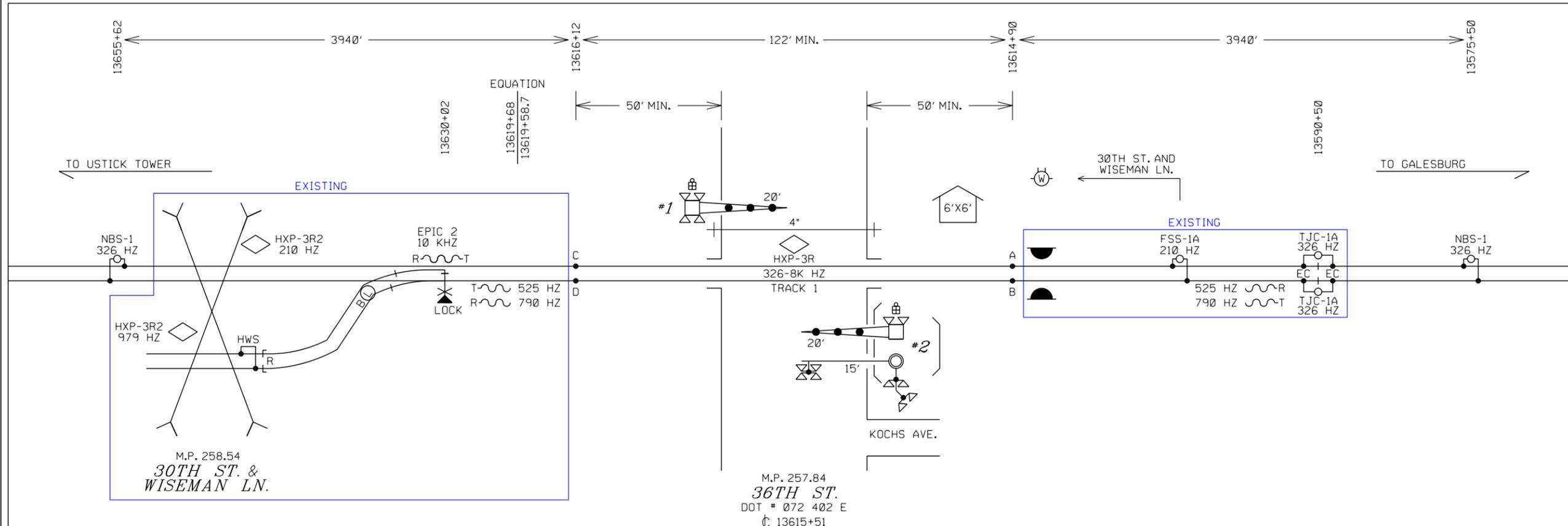
Note: Depending on location, the placement of the shunt(s) may cause short or zero warning time for the adjacent crossings. Before placing any shunts, verify if the adjacent crossings will be affected and insure that proper procedures have been followed to protect those crossings.

Disable entire crossing if island affected (from Signal Instruction 7.2):

- a. Polarity must be observed to prevent damage.
- b. Jumper B12 (TB13) to the MDR+ (TB19) on the HXP-3R cabinet.
- c. Jumper N12 (TB14) to the MDR- (TB20) on the HXP-3R cabinet.

Note: You have now energized the XR relay and crossing signals are inoperative.

WHEN RESTORING SYSTEM, VERIFY THAT ALL SHUNTS, SIMULATED TRACK (DONUTS), AND / OR TEST JUMPERS HAVE BEEN REMOVED AND ACCOUNTED FOR, AND THE CROSSING SIGNALS ARE THOROUGHLY TESTED FOR PROPER OPERATION.



NOTES:

EQUIPMENT IS DESIGNED FOR 20 SECONDS MINIMUM WARNING TIME AT 79 MPH.
 APPROACHES WERE LENGTHENED 10 SECONDS FOR SPEED VARIANCE AND BALLAST CHANGES (BT).
 APPROACHES WERE LENGTHENED 4 SECONDS FOR EQUIPMENT RESPONSE TIME (ERT).
 ALL LAMPS TO BE LED
 GATE LENGTH SHOWN IS MEASURED FROM MAST C/L TO GATE TIP.

NOTES:

- ⊗ -TEST TERMINAL
 - △ -EQUALIZER
 - ∟ -LINE ARRESTER
 - ⌋ -HEAVY DUTY ARRESTER
 - ⊕ -TWISTED WIRE
2 TURNS PER FOOT
 - -CONNECTION TO REC./RTU
- ALL WIRES #16 AWG UNLESS OTHERWISE NOTED

ALL NEW

BURLINGTON NORTHERN SANTA FE RAILWAY		
CROSSING CIRCUIT PLAN 36TH ST. QUINCY, IL		
LS 0011	MP 257.84	SH 01 OF 10

PROGRAM INFORMATION

PROGRAM VERSION 41.0 OR LATER
 *=FIELD ADJUSTMENT TO BE MADE ACCORDING TO THE HXP-3R INSTRUCTION MANUAL AND SUPPLEMENTS.

HXP-3R ADJUSTMENTS

NO.	ADJUSTMENT NAME	TRACK 1
1	APP. LENGTH	3940'
2	WARNING TIME	30 SEC.
3	LIA	*
4	TC	*
5	MD RESTART	*

OPTION ADJUSTMENTS

NO.	ABBREVIATION	TRACK 1
1	TK-ENA	"UP"
2	TK FO	326 HZ
3	CW/MD	"C"
4	UNI-BI	"b" (BI)
5	NBS-C	*
6	CWEWT	DL (80 SEC.)
7	LOS	DL (16 SEC.)
8	IJ-LOS	DL (5 SEC.)
9	BC	*
10	P-COMP	*
11	AX1	
12	AX2	
13	AX3	
17	MDR-AX/OF-TK 1	DL (0)
	CJ-LOS	DL (0)
	PJ-DET	DL (15 SEC.)
	PJ-RX	DL (15)
18	MD-TMR	DL (10 MIN.)
19	MIN-WT	DL (0)
20	FS-RX	DL (0)
	FS-TM	DL (10 MIN.)
21	POS-RX	DL (0)
	POS-TM	DL (0)
22	AR-RX	DL (0)
	AR-TM	DL (10 MIN.)
47	ATO-RX	UP
48	PF-ENA	"dn"

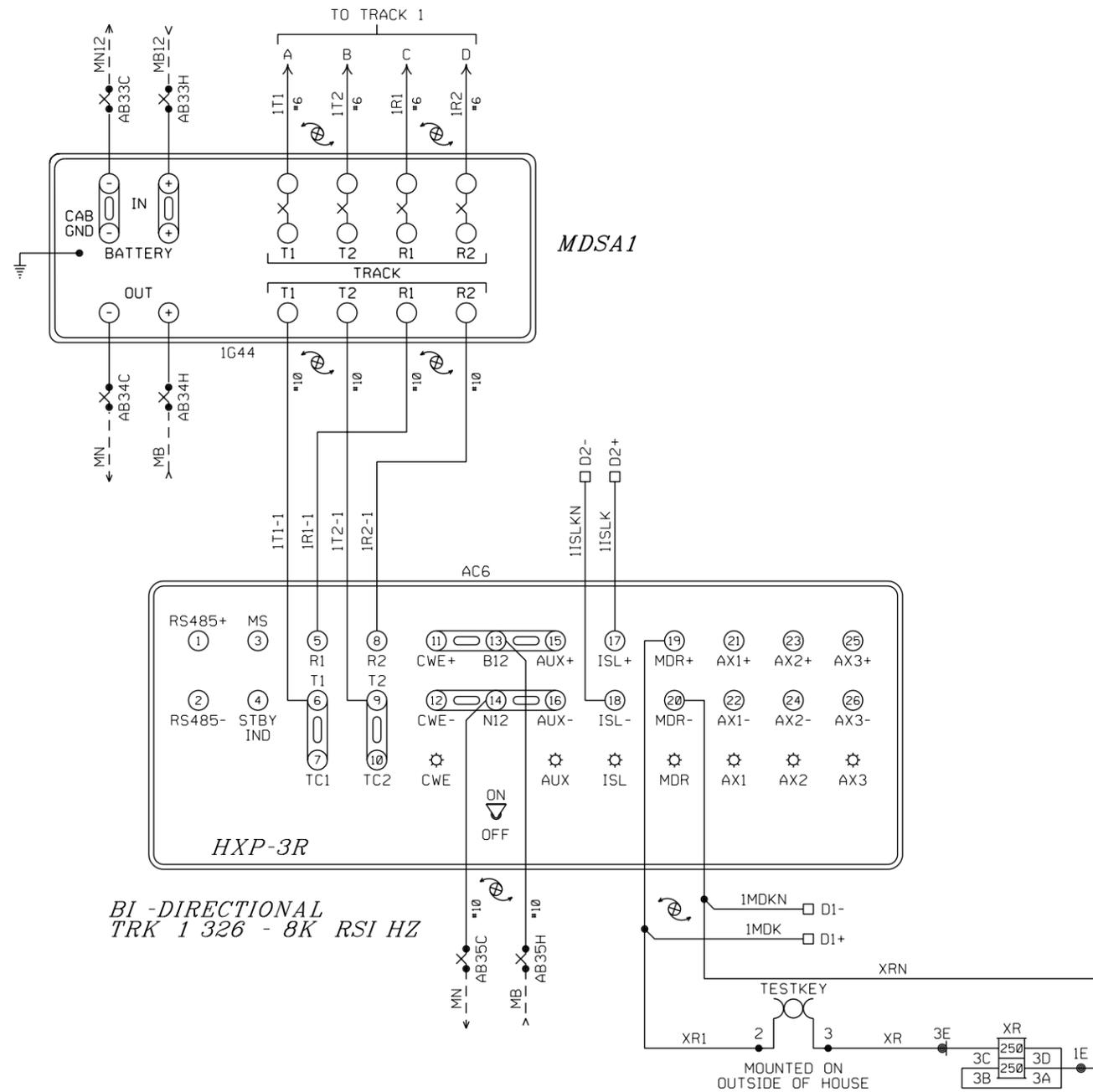
AX ADJUSTMENTS

NO.	ABBREVIATION	AX 1	AX 2	AX 3
1	TK-ASN			
2	OF-TK1			
3	OF-TK2			
4	WT			
5	MD-RST			
6	CW/MD			
7	CJ-LOS			
8	PJ-DET			
9	PJ-RX			
10	POS-ST			

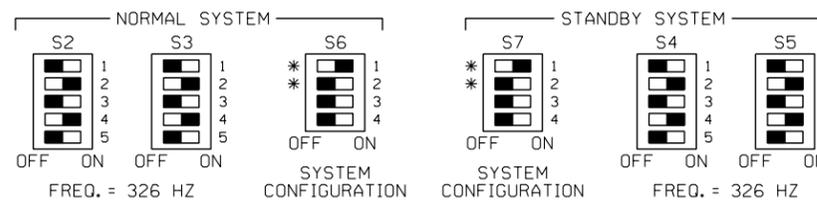
SWITCH INFORMATION

SWITCH	TRACK 1
MASTER/SLAVE	MASTER
RSI FAULT JUMPER	0
RSI-LOS JUMPER	1
TLM W1 JUMPER	PINS 1-2
TLM W2 JUMPER	PINS 1-2
TLM W3 JUMPER	PINS 2-3
MINUTE TIMEOUT	5 MIN
CW/MD	CW
STANDBY/AUTO/NORMAL	AUTO

NOTE: DL= DEFAULT LEVEL
 NA= NON APPLICABLE



BI-DIRECTIONAL
 TRK 1 326 - 8K RSI HZ



- NOTES: FOR S6 AND S7
- * 1.) ACTUATOR 1 SELECTS NORMAL APPROACH WHEN SET TO ON POSITION.
 - * 2.) WITH ACTUATOR 1 IN OFF POSITION ACTUATOR 2 SELECTS SHORT APPROACH WHEN OFF AND SELECTS VERY SHORT WHEN ON.
 - 3.) ACTUATOR 3 OFF SELECTS HXP OPERATION.
 - 4.) ACTUATOR 4 RESERVED FOR FUTURE USE.

ALL NEW

BURLINGTON NORTHERN SANTA FE RAILWAY

HXP-3R TRACK CIRCUITS
 36TH ST. QUINCY, IL