

ORIGINAL

(File original and two duplicates)

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)

X-12873
T09-0038

Date: FEBRUARY 17, 2009

To the Illinois Commerce Commission:

The petitioner UNION PACIFIC 174991E shows
(name of railroad company)

- (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 _____

IMPROVE PEDESTRIAN SAFETY AT CROSSINGS ADJACENT TO PASSENGER STATIONS BY INSTALLING PLATFORM DIVERSIONS AND ADDITIONAL PEDESTRIAN CROSSING GATES, COMPLEMENTED BY A "SECOND TRAIN APPROACHING" SYSTEM.

(State reasons and purpose)

- (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.

UNION PACIFIC RAILROAD
(Railroad Company)

By Roman A. Ordryuk

(Attorney for Petitioner)

(Attorney's Address)

DOCKETED

MAR 19 2009

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 UNION PACIFIC RAILROAD
2. Crossing Number 174991 E
(Separate statement should be filed for each crossing)
3. Village or City GENEVA
(in or near)
4. Name of Street or Highway THIRD 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.)
GATES AND BANTILEVER
7. Protection desired: (Give details) ADDITION OF PEDESTRIAN GATES
8. Number of main tracks 2 Other tracks Ø
9. Number of passenger train movements: 6 a.m. to 6 p.m. 26 6 p.m. to 6 a.m. 25
10. Number of freight train movements: 6 a.m. to 6 p.m. 26 6 p.m. to 6 a.m. 26
11. Approximate number of switch movements: 6 a.m. to 6 p.m. 1 6 p.m. to 6 a.m. 3
12. Maximum speed of trains at crossing on each track in each direction 70 MPH
13. Passenger platforms served by tracks within the limits of track circuits, if any GENEVA STATION
14. Where automatic signals or gates are proposed, approximate number of train or engine movements daily which would cause false indications or operation N/A

15. Nature and approximate amount of street or highway traffic over crossing 6700 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 (side lights, cantilevers, etc., if any).
- (e) Show the length of each operating track section within the control limits of the crossing protection and its function.

ADDITIONAL INFORMATION

SEE CIRCUIT PLANS

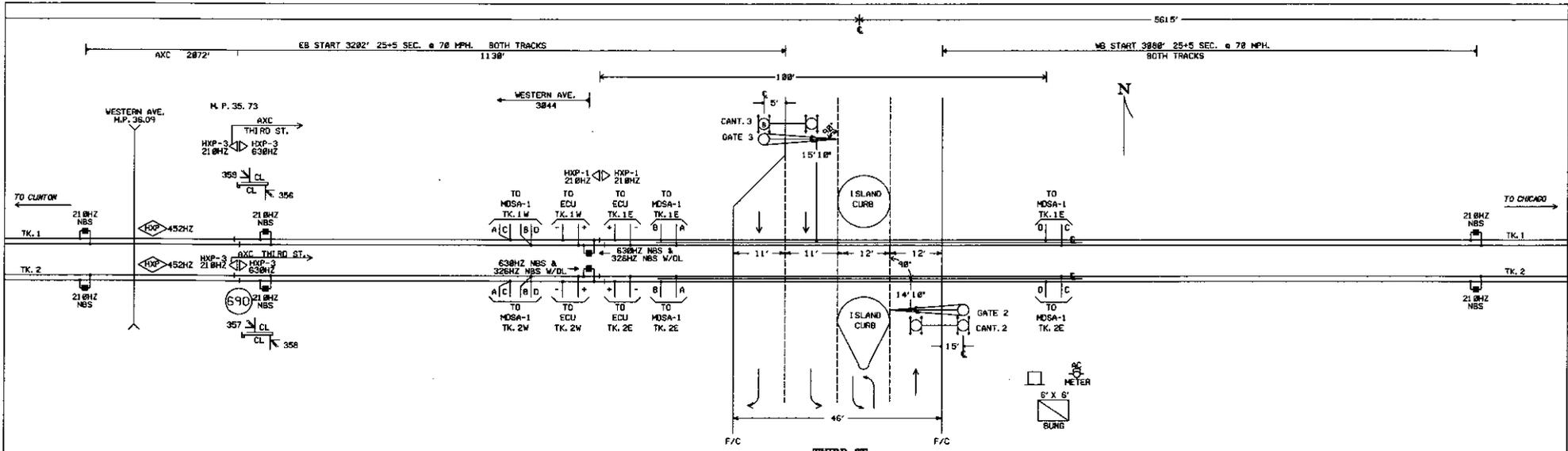
VERIFICATION

I, THOMAS N. ANDRYUK, first being duly sworn upon oath depose and say that I am
MANAGER OF FIELD ENGINEERING of UNION PACIFIC RAILROAD, an
DELAWARE 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.

UNION PACIFIC RAILROAD
Thomas N. Andryuk

Subscribed and sworn to before me this _____ day of _____ 19____.

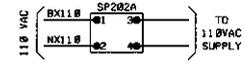
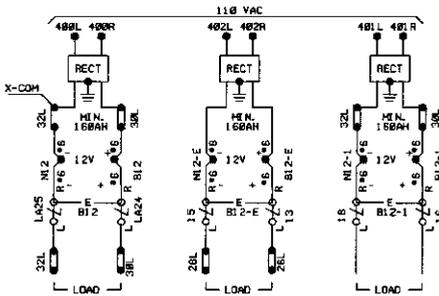
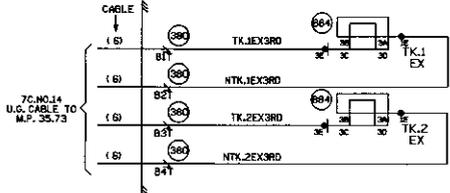
Notary Public, Illinois.



RECEIVED

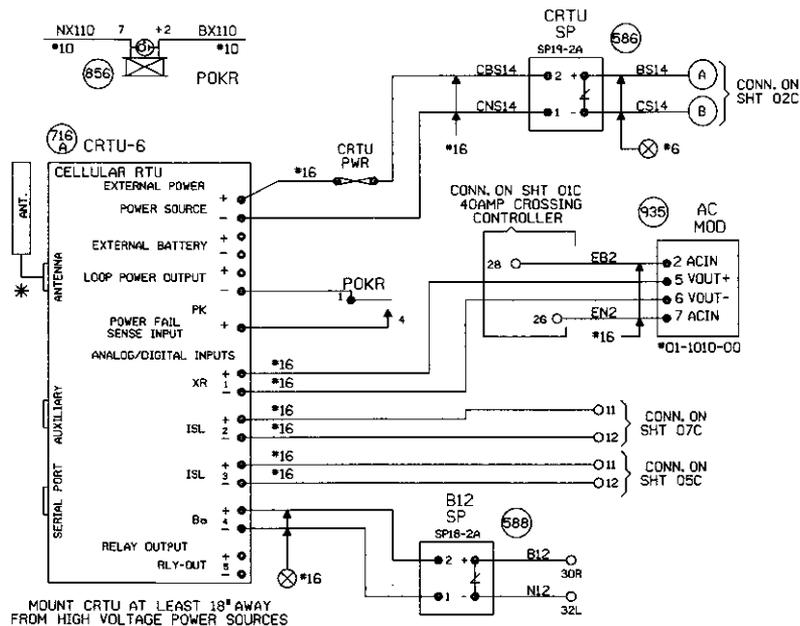
APR 6 2007

Commerce Commis.
SIGNAL SECTION



- NOTES -
1. SIGNALBOX TO BE A MINIMUM OF 21' FROM EDGE OF ROADWAY.
 2. PLANVIEW NOT TO SCALE.
 3. F/C = FACE OF CURB.
- TK. 1W HXP-1 MAIN FREQ. --- 210HZ
ISLAND CARRIER FREQ. --- 6.4KHZ
ISLAND SUBTONE FREQ. --- 24HZ
- TK. 2W HXP-1 MAIN FREQ. --- 210HZ
ISLAND CARRIER FREQ. --- 1.1KHZ
ISLAND SUBTONE FREQ. --- 31HZ
- TK. 1E HXP-1 MAIN FREQ. --- 210HZ
ISLAND CARRIER FREQ. --- 3.5KHZ
ISLAND SUBTONE FREQ. --- 31HZ
- TK. 2E HXP-1 MAIN FREQ. --- 210HZ
ISLAND CARRIER FREQ. --- 4.0KHZ
ISLAND SUBTONE FREQ. --- 38HZ

REVISIONS	DATE	BY	REASON
1	2-5-92	GJV	REV. PER FC 45
2	2-11-93	BY TZ	INSTALLED UNIT HXP-3 AT THIRD ST.
3	2-21-97	BY TZ	REV. PER FC 45
4	2-27-98	BY TZ	REV. PER FC 45
5	11-30-98	BY TZ	REV. PER FC 45
6	4-3-06	BY TZ	REV. PER FC 45



MOUNT CRTU AT LEAST 18" AWAY FROM HIGH VOLTAGE POWER SOURCES

- NOTES:
- ALL DIODES IN5060 OR 1N4004 UNLESS OTHERWISE NOTED.
 - * MOUNT ANTENNA ON TOP OF HOUSE.
 - ALL WIRES #18 UNLESS OTHERWISE NOTED.
 - ALL UNUSED 'NC' INPUTS MUST BE TIED HIGH TO BATTERY
 - ALL UNUSED ANALOG INPUTS MUST BE TIED HIGH TO BATTERY
 - ALL UNUSED 'NO' INPUTS MUST BE DISCONNECTED
 - ANALOG AND AC INPUT MODULES MUST BE MOUNTED LESS THAN 12" FROM CRTU
 - CRTU FRONT PANEL DISPLAY CHART INDICATES NORMAL STATE
 - DIGITAL INPUT HIGH, OR POWER FAIL INPUT CLOSED
 - DIGITAL INPUT LOW, OR POWER FAIL INPUT OPEN
 - NORMAL STATE FOR ANALOG CHANNELS IS EQUAL TO THE STORED NOMINAL VOLTAGE +120% OR -81%
 - LATCH IS SET BECAUSE CRTU DETECTED AN ALARM CONDITION
 - 12.0EVL
 - 'sRUN MODE'
 - 'sRUN MODE-SILENT'
 - CRTU RADIO IS DISABLED. REPROGRAM CRTU WITH LAPTOP.

UNIT INSTALLATION AND SETUP

R.R. SITE ID WHERE: SSSS = 4 CHARACTER SUBDIVISION ID. FILL WITH PRECEDING ZEROS AS REQUIRED. THE MAIN TRACK SUBDIVISION ID* IS IN THE CURRENT TIMETABLE. INDUSTRIAL LEADS, LEASED, AND LEAD TRACKS LISTED WITHIN THE SUBDIVISION MAY HAVE THEIR OWN UNIQUE SUBDIVISION ID*. ALWAYS REFER TO CURRENT PRINTED COPY OF THE TIMETABLE. LLLLLLLL = 8 CHARACTERS USE DOT* AT CROSSINGS, AND WULLLLLL = USE 'W' THEN MP* AT WAYSIDE LOCATIONS. EXAMPLE = 0785W01801.SUT
 HBLLLLLL = USE 'H' THEN MP* AT H&D SITES. EXAMPLE = 0100-H855.62TX
 THE MP* MUST USE A DECIMAL POINT TO SEPARATE NUMBERS. FILL WITH PRECEDING DASHES AS REQUIRED.
 AA = 2 CHARACTER STATE NAME FOR ALL LOCATIONS. MUST BE 14 CHARACTERS LONG, NO SPACES ALLOWED.

SITE IDENTIFIER: SSSS.LLLLLL.AA
 0001-174991EIL

OPERATION TO RESUME: RUN

SIGNAL STRENGTH dBm: -70dBm

CARRIER ID: 00020

FIRMWARE VERSION: 2.3.012

BOOT VERSION: 2.3.012

CHM VERSION: 2.3.012

SERIAL NUMBER: 03-02442-0901

MIN ASSIGNMENT: 03-02442-0901

ESN (MICROBURST ONLY): 03-02442-0901

CONFIGURATION NET: MICROBURST

SILENCE INTERVAL: 60 MINUTES

HEALTHCHECK INTERVAL: EVERY 2 DAYS

ALARM DEFER DELAY: 240 MINUTES (4 HOURS)

SIGNAL STATUS: STRONG

SCADNET STATUS: GOOD

CALIBRATION CONSTANT CH1: 1.00

CALIBRATION CONSTANT CH2: 1.00

CALIBRATION CONSTANT CH3: 1.00

CALIBRATION CONSTANT CH4: 1.00

CALIBRATION CONSTANT PS: 1.00

FIELD PROVIDES: SAMPLED NOMINAL VOLTAGES, SCADNET STATUS, CALIBRATION CONSTANTS, SERIAL NUMBER, AND SIGNAL STATUS.

CHANNEL SETUP - STANDARD CONFIGURATION 11:XR,ISL,ISL,B0

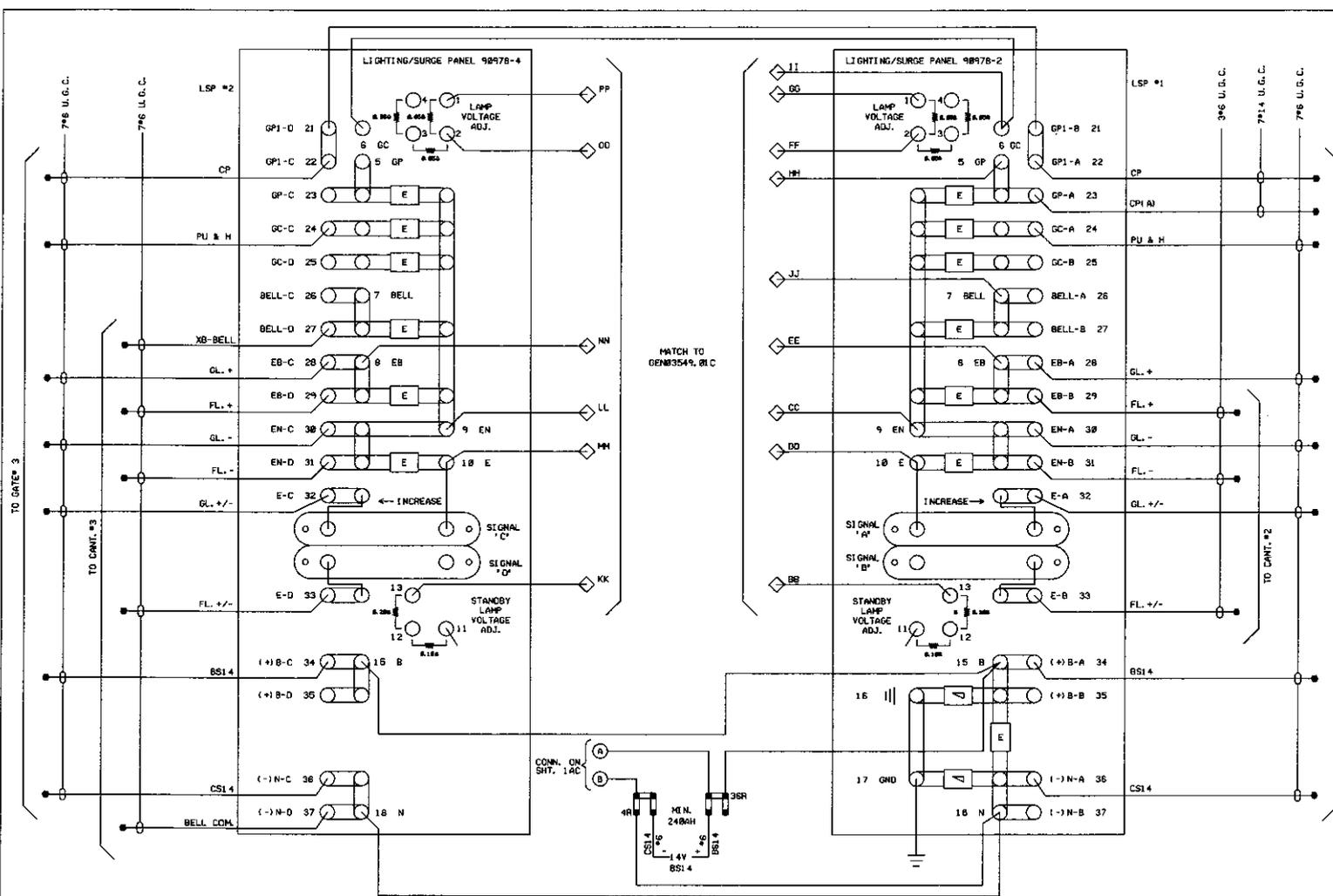
CHANNEL NORMAL STATE	SENSE (NO/NC)	NAME FUNCTION	RECOGNITION DELAY SECONDS		RETURN TO NORMAL	REPORTING MODE	ALARM LINKED CHANNEL	ALARM LINKED CRITERIA	EVENT LOGGING ENABLED OPTIONS
			ACTIVE	NORMAL					
POWER FAIL (CH5)	POWER FAIL DETECT NO	PF _{IN} -PK AC POWER FAIL	7.200	300	ENABLED	ALERT	DISABLED	N/A	
CH1	DIGITAL INPUT NO	CH1-XR XR DOWN TO LONG	1.800	1	ENABLED	ALERT	DISABLED	N/A	
CH2	DIGITAL INPUT NC	CH2-ISL ISL ONLY ISLAND OCCUPIED OAX, PREEMPT WARNING TIME	1	1	DISABLED	STATUS ONLY	DISABLED	N/A	
CH3	DIGITAL INPUT NC	CH3-ISL ISLAND OCCUPIED OAX, PREEMPT WARNING TIME	1	1	DISABLED	STATUS ONLY	DISABLED	N/A	
CH4	ANALOG INPUT N/A	CH4-B0/V BATTERY MONITOR BATTERY LOW	600	1200	ENABLED	ALERT W/UPDATE	DISABLED	N/A	CHI-XR CH2-ISL CH3-ISL
POWER SOURCE (CH6)	ANALOG INPUT N/A	PS-B0/V BATTERY MONITOR BATTERY LOW	600	1200	ENABLED	ALERT W/UPDATE	DISABLED	N/A	
ANALOG CHANNEL	USEFUL RANGE VOLTS	DISPLAYED RANGE VOLTS	RELATIVE ALARM POINT	ABSOLUTE ALARM POINT	AUTOMATIC UPDATE INTERVAL	STORED NOMINAL VOLTAGE	SAMPLED NOMINAL VOLTAGE		
CH4	0.0 30.00	0.0 30.00	81% 120%	10.0 29.0	14 DAYS	12.69	12.69		
POWER SOURCE	0.0 30.00	0.0 30.00	81% 120%	10.0 29.0	14 DAYS	12.69	12.69		
RELAY OUTPUT	NAME RLY-OUT	ACTIVE SET-UP-OPEN	NORMAL CLR-DN-CLOSE	PULSE DURATION	15 SECONDS	StdCfg Ver 2.3.3 REV'D 9-20-02			

MAINTENANCE OPERATIONS

- TO START OR ABORT ANY PROCEDURE
- PRESS THE 'CANCEL' BUTTON FIRST
- WHEN RESPONDING TO A CALL, PUT THE CRTU INTO THE 'SILENCE ALARMS' MODE
- PRESS 'SELECT' AND THEN '+' ARROW' BUTTON UNTIL DISPLAY: ACTION? SILENCE ALARMS
 - PRESS THE 'SELECT' BUTTON TWICE
 - CORRECT PROBLEM AND SIMULATE NORMAL TRAIN MOVEMENT THROUGH THE LOCATION
 - EXAMINE EACH CHANNEL ON THE CRTU
 - PRESS THE '+/-' ARROW' BUTTON
- VERIFY ALL CHANNELS INDICATE A NORMAL STATE NORMAL STATES ARE ON THE CHANNEL SETUP CHART
- CLEAR TIMERS, LATCHES AND SEND ALL NORMAL
- DO STEPS #1 - #5 ABOVE, AND PRESS 'CANCEL'
 - PRESS 'SELECT' AND THEN '-' ARROW' BUTTON UNTIL DISPLAY: ACTION? SERVICE MODE ALL NORMAL
 - PRESS 'SELECT' AGAIN TO RESET TIMERS, AND IF DISPLAY: SERVICE MODE ALL NORMAL
 - PRESS 'SELECT' AGAIN TO CLEAR LATCHES, AND SEND ALL NORMAL SKIP STEPS #5-#6.
 - HOWEVER, IF ALARMS ARE NOT CLEARED DISPLAY: SERVICE MODE ALARMS PENDING/PRESENT
 - PRESS 'CANCEL', CORRECT PROBLEM AND REPEAT STEPS #2 THRU #5 UNTIL ALL NORMAL SENT.
- TO CANCEL THE 'SILENCE ALARMS' MODE
- PRESS 'SELECT' AND THEN '+' ARROW' BUTTON UNTIL DISPLAY: ACTION? CANCEL SILENCE
 - PRESS THE 'SELECT' BUTTON AGAIN
- EXAMINE & SET BATTERY VOLTAGE NOMINAL VALUE
- PRESS THE '+' ARROW' OR '-' ARROW' BUTTON UNTIL THE DESIRED CHANNEL IS DISPLAYED. DISPLAY: PS-B0 13.83V NORMAL
 - VERIFY THE DISPLAYED READING WITH A DIGITAL VOLTMETER
 - PRESS THE 'SELECT' BUTTON, AND THE CRTU DISPLAY WILL SWITCH BETWEEN CURRENT/SAVED NOMINAL VOLTAGE VALUES. DISPLAY: NOMINAL ON *6? (CURRENT) 13.83 SAVED NOMINAL 6 (STORED) 12.69
 - PRESS THE 'SELECT' BUTTON AND THE CURRENT OR 'NOMINAL ON' VALUE WILL BE SAMPLED AND STORED AS THE 'SAVED NOMINAL' VALUE
 - VERIFY THE 'NOMINAL ON' AND 'SAVED NOMINAL' VALUES ARE EQUIVALENT, REPEAT STEPS #1 THRU #3 & PRESS THE 'CANCEL' BUTTON.

GENEVA, ILLINOIS
 THIRD ST.
 M.P. 35.49
 GENEVA SUBDIVISION
 D.O.T.#174 991E
 PROJ.#

REV. 7-2-03 INSTALLED CRTU.	MODIFICATION LEVEL Q.A. LAST LEVEL CHK'D. LAST LEVEL MOD. THIS TYP. LAST LEVEL BY DESIGNER.	UNION PACIFIC SAFETY SIGNAL DESIGN	DES: WITT IND DIG: WITT IND CHK: EML A.F.E. 3327 ID: GEN03549.1AC	UNION PACIFIC RAILROAD CHICAGO, ILLINOIS TO CLINTON, IOWA C.T.C. CIRCUITS OFFICE OF CHIEF ENDR	DATE 6-1-01 SHEET 1AC DWG 35.49 GEN
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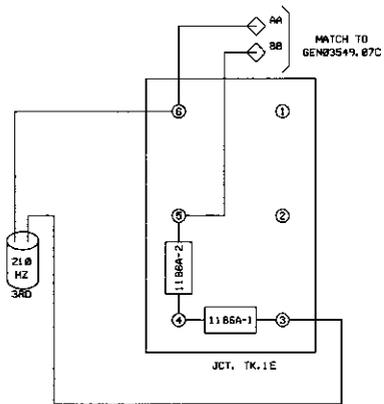
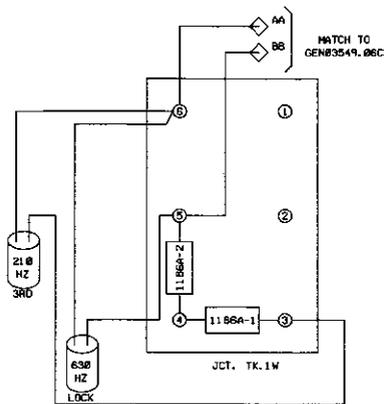


- NOTES -
1. USE #6 BOND STRAND OR TWO #18 AWG. WIRES FROM CROSSING CONTROLLER B (11) AND N (12) TERMINAL DIRECTLY TO BATTERY.
 2. USE #6 AWG. OR BOND STRAND FROM BATTERY TO B AND N TERMINAL ON SURGE PANEL.
 3. USE #18 STRANDED WIRE BETWEEN CONTROLLER AND SURGE PANEL.
 4. USE 18 VOLT-25 WATT LAMPS.
 5. USE #18 STRANDED WIRE ON FLASHER CIRCUITS.
 6. ADJUST LIGHT CIRCUITS (AC AND DC) TO OBTAIN A MIN. OF 9.2 VOLTS TO A MAX. OF 9.8 VOLTS AT LAMP.
 7. CP STARTS IN GATE #3 FROM BS14.

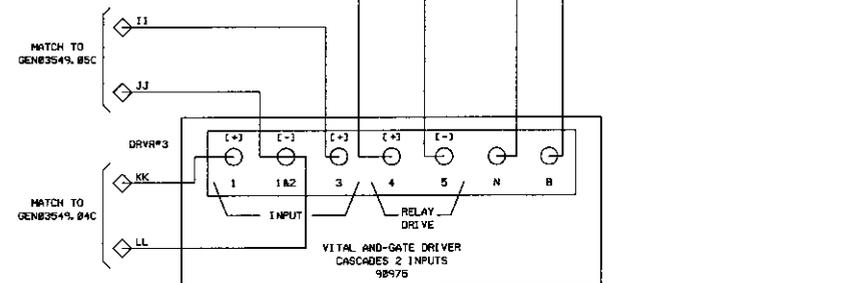
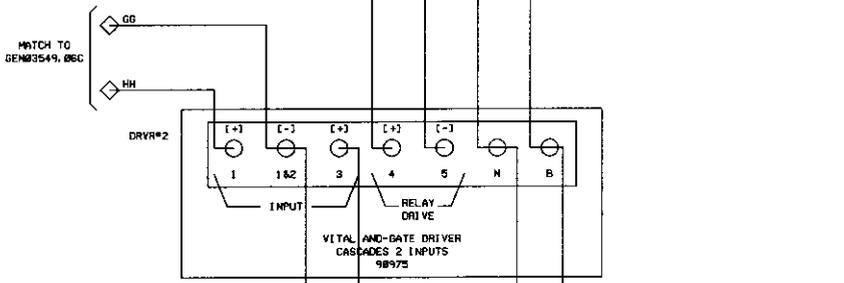
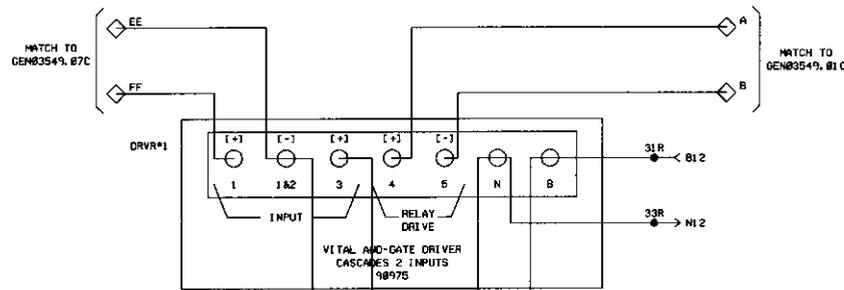
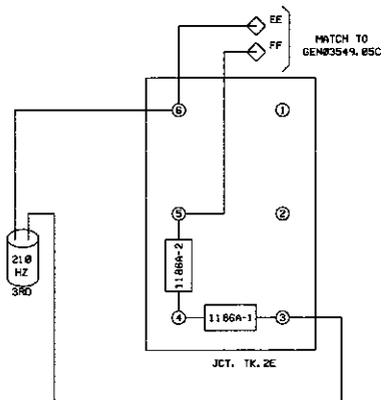
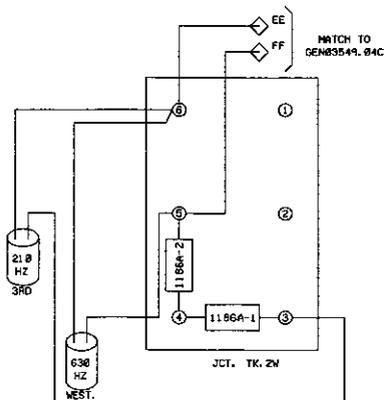
DRAWN BY CIV
 DATE: 2-4-92
 AFE:
 81-193
 C/V
 REV PER FC OF
 2-11-93 BY TZ.
 INSTALLED UNIT RHP/S
 7/22/93 ST.
 REV 7/22/93
 INSTALLED CRTU.
 A/S #327
 5-23-93
 JUD/MTT/MTT/EM.

UNION PACIFIC

 GENEVA, IL.
 THIRD ST.
 M.P. 35.49
 SIGNAL DESIGN



-NOTE-
ALL TERMINATIONS TO BE NBS-2'S



REVISIONS

DRAWN BY CJV	DATE: 2-3-92
FILE:	
9-1-93 CJV	
REV PER FC OF	
2-11-93 BY TZ	
INSTALLED UNIT HIGH'S	
REV: 3-21-97	
FC TO FILTER	
OPERATING BATT'S.	
PER AC 2-3-97	
3-DIGIT	
REV: 2-27-98	
REVISED DIMENSION	
INFORMATION	
FURNISHED BY FIELD	
AND REVISED TO SHOW	
ALL LOCATIONS	
WITHIN XING ON XING	
PRINT SHIP PER U.P.	
STANDARDS	
5-28-97	
CUB/MTT/NNH	
REV: 7-2-03	
INSTALLED CRTL	
REC: 4/17/9	
5-23-03	
JJD/MTT/MTT/ENL	
3-REI: 6.800N	
4-5-06	
603 MAINLINE	
M.D.0280 REC-18007	
M.D./NST/REC/046	

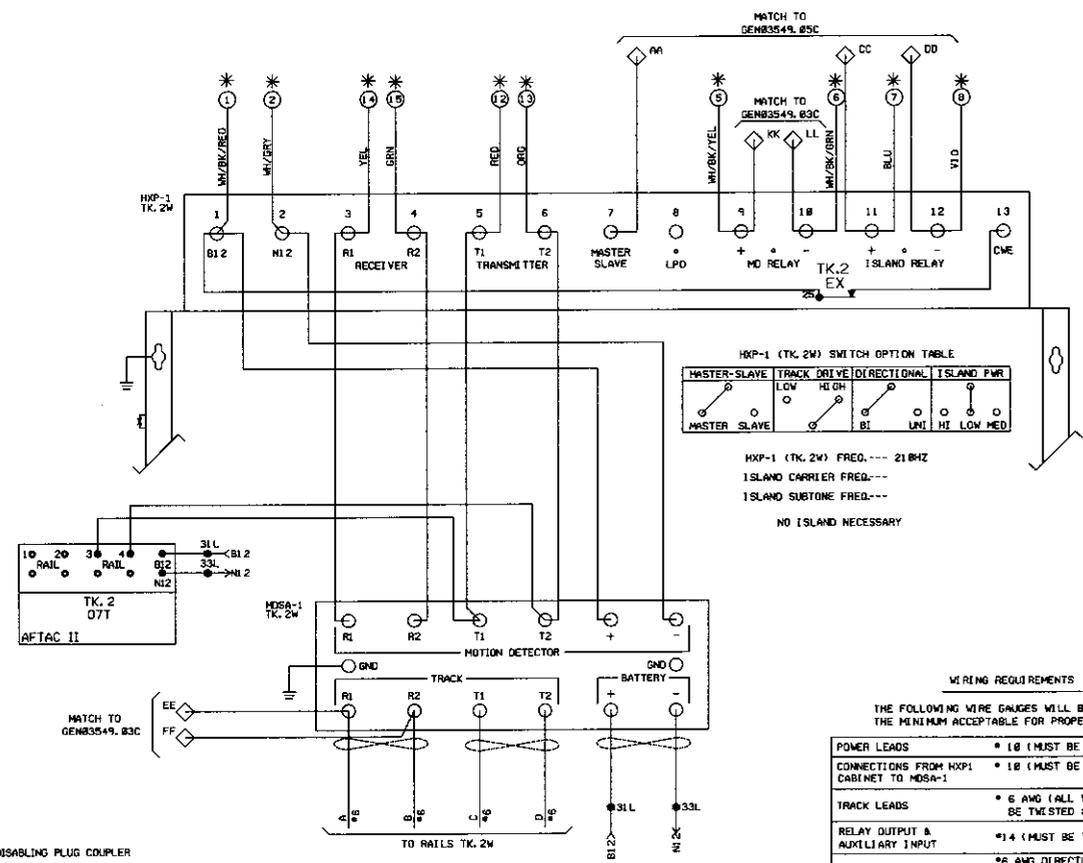
UNION PACIFIC

 GENEVA, IL.
 THIRD ST.
 M.P. 35.49
 SIGNAL DESIGN

REVISIONS

DRAWN BY: CJV	DATE: 1-27-82
FILE:	
REV. 1-83	CJV
REV PER FC OF	
2-11-83 BY TZ	
INSTALLED UNIT HXP'S	
ADDITIONAL 3	
REV. 2-27-80	
ADDED DIMENSIONAL	
INFORMATION	
FURNISHED BY FIELD	
AND REVISED TO SHOW	
ALL LOCATIONS	
APPROACHES ON XING	
FRONT SHIELD PER U.P.	
STANDARDS	
5-28-97	
CUB/NITZ/JNH	
REV. 7-2-03	
REVISIONS LIST UNTIL	
X.D. #337	
REC. #1174	
5-23-03	
CUB/NITZ/JNH	
REC. #1430	
TAM/NET	
ADD MAINLINE	
4-5-06	
M.O.0240 REC.907	
M.D./AST./REC./DAS	
2-27-07	
REV. 083335	
DISABLING BOX	
REC. #1630	
TAM/NET	

* = TO DISABLING PLUG COUPLER



HXP-1 (TK, 2W) SWITCH OPTION TABLE

MASTER-SLAVE	TRACK DRIVE	DIRECTIONAL	ISLAND PWR
LOW	HIGH		
MASTER SLAVE		BI	UNI HI LOW MED

HXP-1 (TK, 2W) FREQ. --- 21 KHZ
 ISLAND CARRIER FREQ. ---
 ISLAND SUBTONE FREQ. ---
 NO ISLAND NECESSARY

WIRING REQUIREMENTS

THE FOLLOWING WIRE GAUGES WILL BE CONSIDERED THE MINIMUM ACCEPTABLE FOR PROPER OPERATION

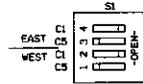
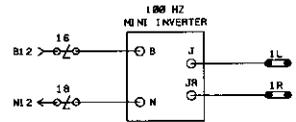
POWER LEADS	* 18 (MUST BE TWISTED)
CONNECTIONS FROM HXP-1 CABINET TO MOSA-1	* 18 (MUST BE TWISTED)
TRACK LEADS	* 6 AWG (ALL WIRES MUST BE TWISTED & WELDED.)
RELAY OUTPUT & AUXILIARY INPUT	* 14 (MUST BE TWISTED)
ALL GROUNDED COMPONENTS	* 6 AWG DIRECTLY TO PRIME GROUND TERMINALS (NO SHARP BENDS)

UNION PACIFIC

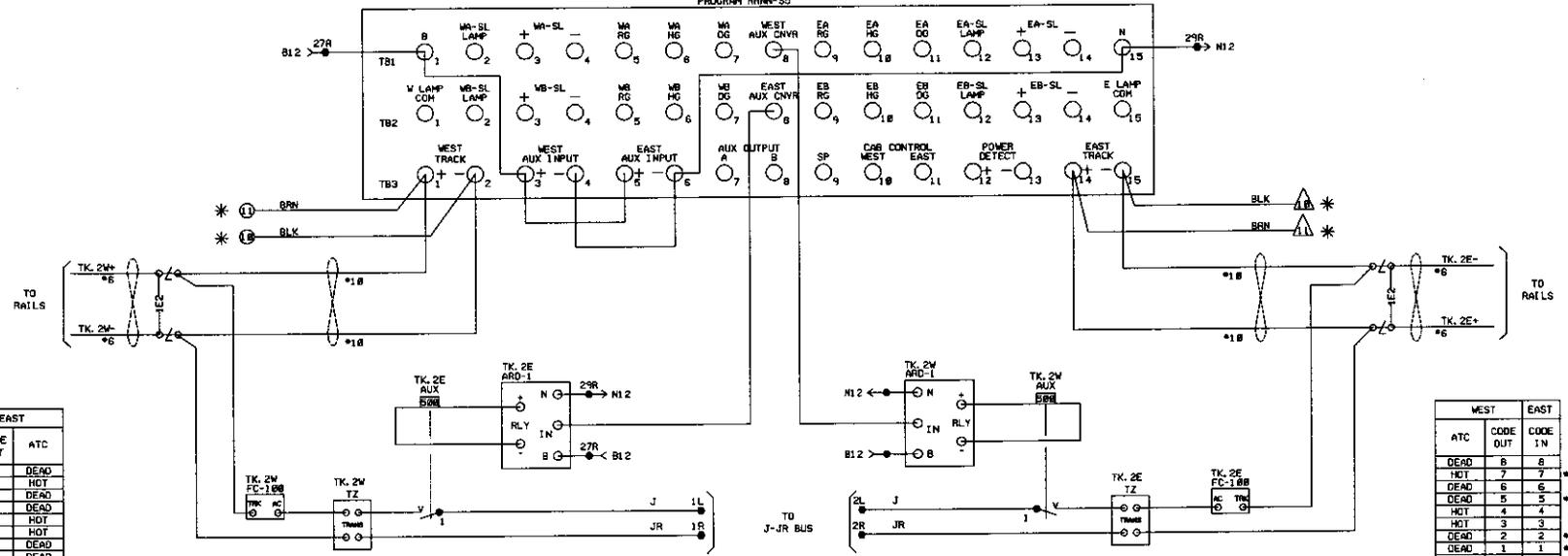
 GENEVA, IL.
 THIRD ST.
 M.P. 35.49
 SAFETY SIGNAL DESIGN

-NOTES-

1. CHASSIS I. O. = 2, 4, 8 (CUT)
 2. PROGRAM IS A REGENERATIVE REPEATER. ATC IS APPROACH TURN ON.
 3. ATC TURN ON REQUIRES HR CODES 3, 4 OR 7 IN ONE DIRECTION AND ABSENCE OF CODE 8 WITH CODE 1 PRESENT FROM THE APPROACH DIRECTION FOR 8 SEC.
 4. ATC APPROACH TURN ON IS DEACTIVATED BY PLACING A JUMPER FROM TB3-12 TO TB3-13.
 5. OPEN AUX. INPUTS = NO CODE IN BOTH DIRECTIONS AND BOTH AUX. CONVERTER OUTPUTS LOW.
- * = TO DISABLING PLUG COUPLER



EQJ4R TK. 2 PROGRAM RINN-55



WEST	EAST	
CODE IN	CODE OUT	ATC
8	8	DEAD
7	7	HOT
6	6	DEAD
5	5	DEAD
4	4	HOT
3	3	HOT
2	2	DEAD
1	1	DEAD
NONE	NONE	DEAD

* CODE RATE IN USE

	WEST	EAST
ATC	CODE OUT	CODE IN
DEAD	8	8
HOT	7	7
DEAD	6	6
DEAD	5	5
HOT	4	4
HOT	3	3
DEAD	2	2
DEAD	1	1
DEAD	NONE	NONE

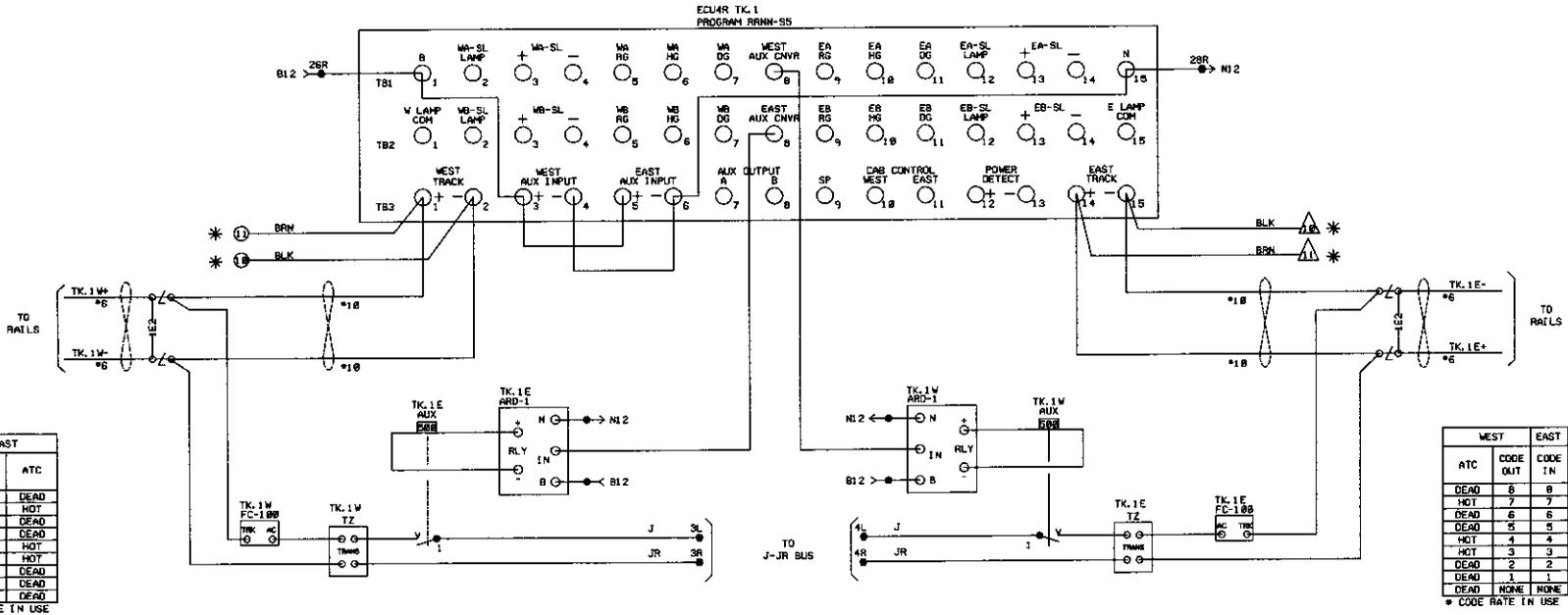
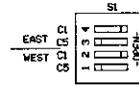
* CODE RATE IN USE

DRAWN BY CUV
 DATE: 3-9-92
 AFEL
 ELLES
 CUV
 REV PER FC OF
 2-11-92 BY TZ
 .INSTALLED UNIT IMP 5
 AT THIRD ST.
 3 REV. 4-3-06
 ELBURN -
 ADD MAINLINE
 MAL0280 REC*13807
 4/1/96
 REV. 08/07/06/24/01
 2-27-07
 ANDED CROSSING
 SIGN PLAC BOX
 03-1-06
 TRIP/WITT



-NOTES-

1. CHASSIS 1.0 = 2, 4, 8 (OUT)
 2. PROGRAM IS A REGENERATIVE REPEATER. ATC IS APPROACH TURN ON.
 3. ATC TURN ON REQUIRES NR CODES 3, 4 OR 7 IN ONE DIRECTION AND ABSENCE OF CODE 6 WITH CODE 1 PRESENT FROM THE APPROACH DIRECTION FOR 8 SEC.
 4. ATC APPROACH TURN ON IS DEACTIVATED BY PLACING A JUMPER FROM TBS-12 TO TBS-13.
 5. OPEN AUX. INPUTS = NO CODE IN BOTH DIRECTIONS AND BOTH AUX. CONVERTER OUTPUTS LOW.
- * = TO DISABLING PLUG COUPLER



WEST		EAST	
CODE IN	CODE OUT	ATC	
8	8	DEAD	
7	7	HOT	
6	6	DEAD	
5	5	DEAD	
4	4	HOT	
3	3	HOT	
2	2	DEAD	
1	1	DEAD	
NONE	NONE	DEAD	

* CODE RATE IN USE

WEST		EAST	
ATC	CODE OUT	CODE IN	ATC
DEAD	8	8	*
HOT	7	7	*
DEAD	6	6	*
DEAD	5	5	*
HOT	4	4	*
HOT	3	3	*
DEAD	2	2	*
DEAD	1	1	*
DEAD	NONE	NONE	*

* CODE RATE IN USE

DRAWN BY GJV
 DATE: 3-9-92
 FILE: GJV
 REV: RES FC C
 2-11-93 BY TZ
 INSTALLED UNIT RMP 6
 AT THIRD ST.
 31 REV. 4-3-06
 ELBURN -
 AUD MAINLINE
 MALDEN REC'D 3807
 5-4-05 J.L.L.
 RUDY/STARCZAK
 ADDED CROSSING
 DISABLING BOX.
 10-1-06
 TRV/MTT

UNION PACIFIC

 GENEVA, IL.
 THIRD ST.
 M.P. 35.49
 SAFETY SIGNAL DESIGN