

IL 111 (MONTCLAIR AVE) GODFREY, IL

AUTHORITY DATE 7/17/2009
SIGNALS IN SERVICE _____

**FIELD
PRINTS**



PREPARED BY JAKAY SIGNALING INC

KANSAS CITY SOUTHERN LINES SIGNAL DEPT.

DWG. NO. **SD-33-2-028.93 A-ZD**
LOCATION **IL 111 (MONTCLAIR AVENUE)
& SB DISTANT SIGNAL
GODFREY, IL**

FILE SD-33-5-028.93
DOT NO. 294-530 B
MILE POST 028.93

Asset or AFE No.

982342

Field Prints Date

8/7/09

Who's Set of Plans...

KCS RAILWAY - OFFICE SET

NORTH
RR

GODFREY, IL

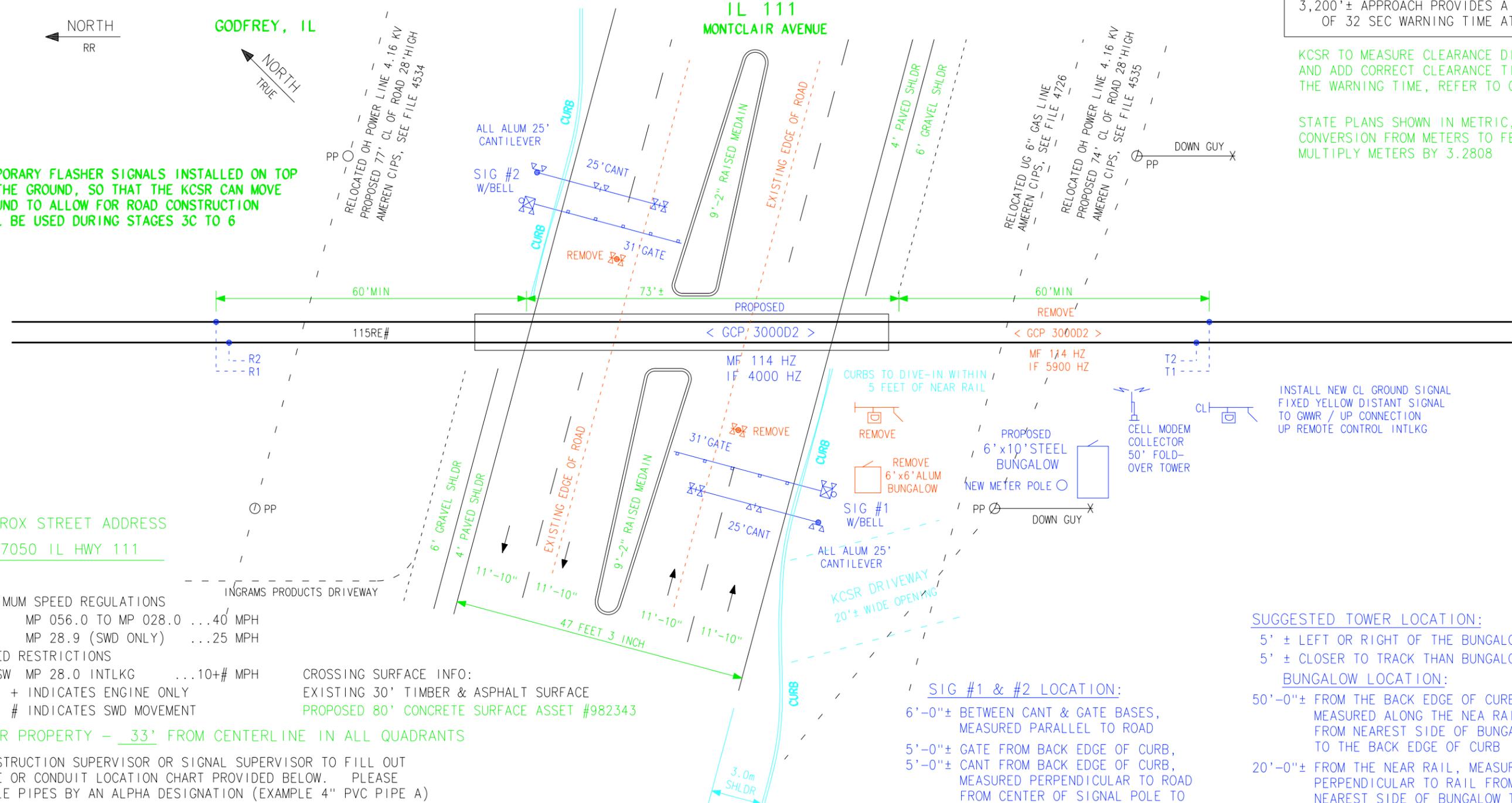
IL 111
MONTCLAIR AVENUE

3,200'± APPROACH PROVIDES A MAXIMUM
OF 32 SEC WARNING TIME AT 60 MPH

TEMPORARY FLASHER SIGNALS INSTALLED ON TOP
OF THE GROUND, SO THAT THE KCSR CAN MOVE
AROUND TO ALLOW FOR ROAD CONSTRUCTION
WILL BE USED DURING STAGES 3C TO 6

KCSR TO MEASURE CLEARANCE DISTANCE
AND ADD CORRECT CLEARANCE TIME TO
THE WARNING TIME, REFER TO CHART

STATE PLANS SHOWN IN METRIC, FOR
CONVERSION FROM METERS TO FEET
MULTIPLY METERS BY 3.2808



APPROX STREET ADDRESS
7050 IL HWY 111

MAXIMUM SPEED REGULATIONS
MP 056.0 TO MP 028.0 ... 40 MPH
MP 28.9 (SWD ONLY) ... 25 MPH

SPEED RESTRICTIONS
SW MP 28.0 INTLKG ... 10+ MPH
+ INDICATES ENGINE ONLY
INDICATES SWD MOVEMENT

CROSSING SURFACE INFO:
EXISTING 30' TIMBER & ASPHALT SURFACE
PROPOSED 80' CONCRETE SURFACE ASSET #982343

KCSR PROPERTY - 33' FROM CENTERLINE IN ALL QUADRANTS

CONSTRUCTION SUPERVISOR OR SIGNAL SUPERVISOR TO FILL OUT
PIPE OR CONDUIT LOCATION CHART PROVIDED BELOW. PLEASE
LABEL PIPES BY AN ALPHA DESIGNATION (EXAMPLE 4" PVC PIPE A)

UG SIGNAL CABLE PIPE LOCATION	DESTINATION QUADRANT			BUNGALOW QUADRANT		
	TO ROAD	TO RAIL	DEPTH	TO ROAD	TO RAIL	DEPTH
4" PVC PIPE A						
4" PVC PIPE B						
4" PVC PIPE C						
4" PVC PIPE D						

ALL DIMENSIONS MEASURED PERPENDICULAR TO ROAD OR PERPENDICULAR TO RAIL

PROPOSED BY KCSR...
NEW BARRIER CURB IN APPROACH
TO TRACK, APPROX 100 FEET IN
ADVANCE OF RR CROSSING, IN
THE NE & SW QUADRANTS

SIG #1 & #2 LOCATION:
6'-0"± BETWEEN CANT & GATE BASES,
MEASURED PARALLEL TO ROAD
5'-0"± GATE FROM BACK EDGE OF CURB,
5'-0"± CANT FROM BACK EDGE OF CURB,
MEASURED PERPENDICULAR TO ROAD
FROM CENTER OF SIGNAL POLE TO
THE BACK EDGE OF THE CURB
15'-0"± GATE FROM NEAR RAIL AT TIP,
23'-0"± GATE FROM NEAR RAIL AT BASE,
22'-0"± CANT FROM NEAR RAIL AT TIP,
29'-0"± CANT FROM NEAR RAIL AT BASE,
MEASURED PERPENDICULAR TO RAIL
FROM CENTER OF SIGNAL POLE TO
THE NEAREST EDGE OF RAIL

MUTCD MINIMUM RESTRICTIONS:
4'-3" MIN. FROM FRONT EDGE OF CURB
12'-0" MIN. FROM CENTERLINE OF RAIL
GATE ARM TO BE PERPENDICULAR TO ROAD

SUGGESTED TOWER LOCATION:
5' ± LEFT OR RIGHT OF THE BUNGALOW
5' ± CLOSER TO TRACK THAN BUNGALOW

BUNGALOW LOCATION:
50'-0"± FROM THE BACK EDGE OF CURB,
MEASURED ALONG THE NEA RAIL
FROM NEAREST SIDE OF BUNGALOW
TO THE BACK EDGE OF CURB
20'-0"± FROM THE NEAR RAIL, MEASURED
PERPENDICULAR TO RAIL FROM
NEAREST SIDE OF BUNGALOW TO
THE NEAREST EDGE OF RAIL

MUTCD SUGGESTED CLEARANCE:
30'-0"± FROM THE EDGE OF HIGHWAY
25'-0"± FROM THE NEAREST RAIL

KANSAS CITY SOUTHERN LINES SIGNAL DEPT.
DWG. NO. SD-33-2-028.93A
LOCATION IL 111 (MONTCLAIR AVENUE)
& SB DISTANT SIGNAL
GODFREY, IL

REVISION BLOCK	FLASHERS IN SERVICE ? 1978 ?	6'x6' BUNGALOW WITH GCP 3000D2 INSTALLED IN SERVICE 03/04/98	6'x8' BUNGALOW & NEW CANTILEVERS & GATES IN SERVICE
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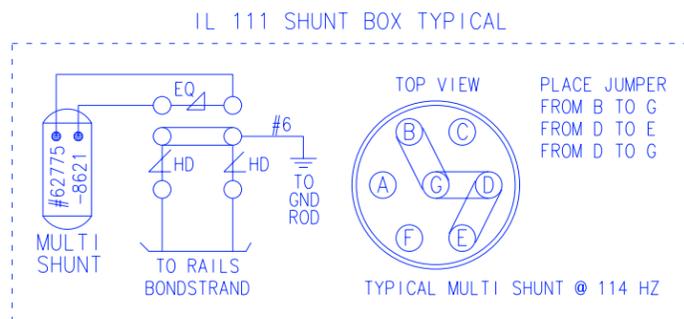
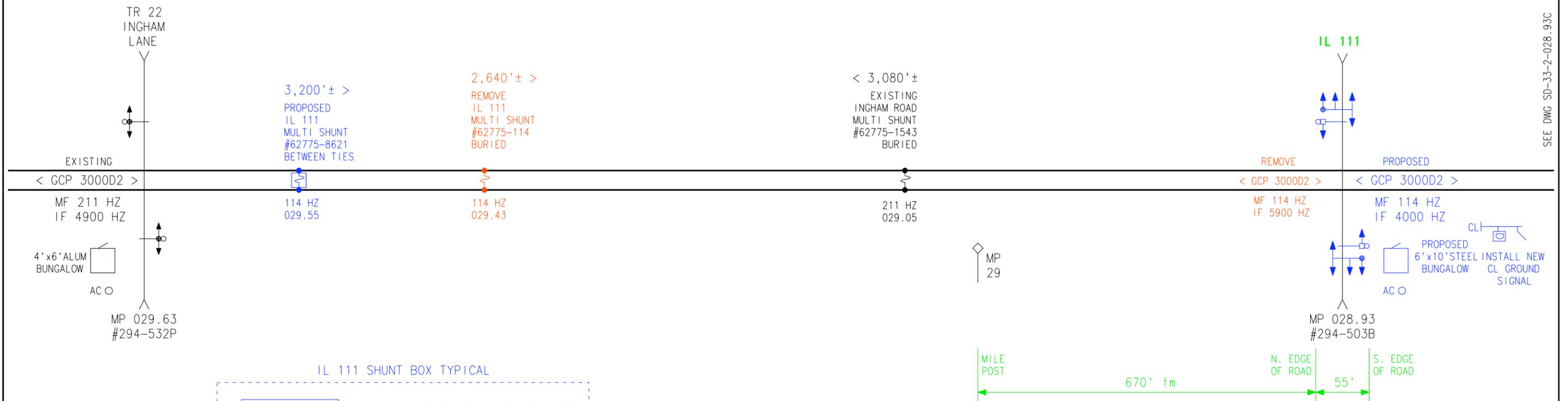
ORANGE=OUT
BLUE = IN
GREEN=NOTE
**ASSET
#982342**

FILE SD-33-5-028.93
DOT NO. 294-530B
MILE POST 028.93

NORTH
RR

GODFREY, IL

SEE DWG SD-33-2-028.93C



SHUNT BOX MOUNTS IN BETWEEN THE TIES,
G&B SPECIALTIES PART #500400-100-03
REFERENCE GCP 3000 APPLICATIONS GUIDELINES
OR THE KCSR FIELD PRINT TYPICAL BOOK,
TABLE 12-6 FREQUENCY SELECTION JUMPERS
TABLE 12-9 INDUCTOR #8V617 CONNECTION

MATERIAL CONTAINER BUNG

SET MATERIAL CONTAINER AND THE BUNGALOW
BE SURE TO MAINTAIN GOOD SITE DISTANCES.
xxx
xxx

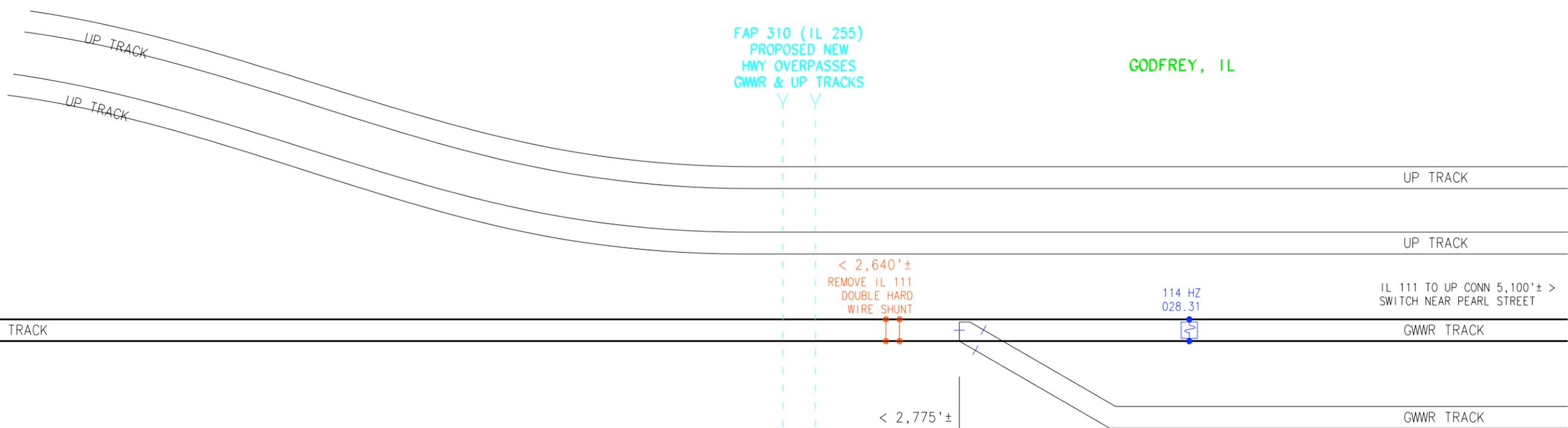
'± FROM NEAREST EDGE OF ROAD
'± FROM NEAREST EDGE OF RAIL
FOR DIRECTIONS OR EXACT PLACEMENT:
CONTACT MIKE VAN TIEM (KCSR PROJECT ENGR)
OFFICE 318-676-6269, CELL 318-218-7207
OR STEVE JONES (KCSR PROJECT MANAGER)
OFFICE 318-676-6264, CELL 318-347-3210

REVISION
BLOCK

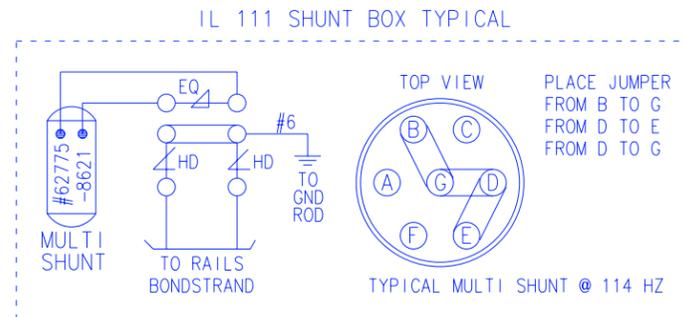
KANSAS CITY SOUTHERN LINES SIGNAL DEPT.
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SEE DWG SD-33-2-028.93B

NORTH
RR



THIS SWITCH NEEDS TO BE INSULATED
INSULATED JOINTS, RODS & PLATES,
11525RE RAIL, SEE ITM FORMS



SHUNT BOX MOUNTS IN BETWEEN THE TIES,
G&B SPECIALTIES PART #500400-100-03
REFERENCE GCP 3000 APPLICATIONS GUIDELINES
OR THE KCSR FIELD PRINT TYPICAL BOOK,
TABLE 12-6 FREQUENCY SELECTION JUMPERS
TABLE 12-9 INDUCTOR #8V617 CONNECTION

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REVISION
BLOCK

INSTALLATION AND DESIGN INFORMATION

APPROACH AND WARNING TIME CALCULATIONS	GCP-T1 MAIN TRK	OTHER TRK	OTHER TRK	OTHER TRK
MINIMUM WARNING TIME	20 SEC			
PLUS CLEARANCE TIME	1 SEC			
PLUS BUFFER TIME	10 SEC			
TOTAL WARNING TIME	31 SEC			
TOTAL WARNING TIME	31 SEC			
PLUS EQUIP RESPONSE	5 SEC			
PLUS ADVANCE PREEMPT	0 SEC			
TOTAL APPROACH TIME	36 SEC			
MAX. TRAIN SPEED	60 MPH			
EQUATION FEET/SECOND	x 1.4667			
SPEED FEET PER SECOND	88.0 FPS			
TOTAL APPROACH TIME	36 SEC			
SPEED FEET PER SECOND	x 88.0			
APPROACH DISTANCE (MEASURED FROM TIE-IN POINTS)	3,168'			
DISTANCE ROUNDED UP TO	3,200'±			
CLEARANCE DISTANCE FOR DESIGN PURPOSE WAS ESTIMATED TO BE <u>40'±</u> THIS DISTANCE SHOULD BE MEASURED EXACTLY AS PART OF THE INSTALLATION PROCESS, PER DIRECTIONS SHOWN IN CHART				

MUTCD MINIMUM RESTRICTIONS FOR LOCATION AND CLEARANCE DIMENSIONS FOR FLASHER & GATE SIGNALS SHALL BE:

WHEN THERE IS A CURB...

A HORIZONTAL CLEARANCE OF AT LEAST 2'-0" SHALL BE PROVIDED FROM THE FACE OF THE VERTICAL CURB TO THE CLOSEST PART OF THE SIGNAL OR GATE ARM IN ITS UPRIGHT POSITION.

WHEN THERE IS A SHOULDER, BUT NO CURB...

A HORIZONTAL CLEARANCE OF AT LEAST 2'-0" FROM THE EDGE OF A PAVED OR SURFACED SHOULDER SHALL BE PROVIDED, WITH A CLEARANCE OF AT LEAST 6'-0" FROM THE EDGE OF THE TRAVELED WAY.

WHEN THERE IS NO CURB OR SHOULDER...

THE MINIMUM HORIZONTAL CLEARANCE SHALL BE 6'-0" FROM THE EDGE OF THE TRAVELED WAY.

MUTCD SUGGESTED LATERAL CLEARANCE FOR EQUIPMENT HOUSING (CONTROLLER CABINETS):

EQUIPMENT HOUSING SHOULD HAVE A LATERAL CLEARANCE OF AT LEAST 30'-0" FROM THE EDGE OF THE HIGHWAY AND WHERE RAILROAD PROPERTY AND CONDITIONS ALLOW, AT LEAST 25'-0" FROM THE NEAREST RAIL.

STATES IDENTIFICATION...

FAP 310 (IL ROUTE 255)

SECTION 60-15-2

MADISON COUNTY

JOB NO. C-98-159-01

CONTRACT NO. 76624

IL ROUTE 111 WIDENING

STATE PROJECT ENGINEER:

2 WEEKS NOTICE REQUIRED

SIGNAL FOREMAN TO CALL
STATE PROJECT ENGINEER
WHEN GANG SHOWS UP AT
JOB SITE TO BEGIN WORK

PLEASE MEASURE EXACT CLEARANCE DISTANCE AS FOLLOWS:			
MEASURE ALONG THE EDGE OF ROAD - FROM GATE ARM DOWN TO 6' MIN. BEYOND THE FARTHEST RAIL (6' IS MEASURED PERPENDICULAR TO RAIL)			
MEASURE AT CENTER LINE OF ROAD - FROM GATE ARM DOWN TO 6' MIN. BEYOND THE FARTHEST RAIL (6' IS MEASURED PERPENDICULAR TO RAIL)			
USE THE LONGEST DISTANCE MEASURED ABOVE TO DETERMINE CLEARANCE TIME IF OVER 35' MIN., AS PER THE CHART BELOW			
ADD THE LONGEST CLEARANCE TIME TO THE WARNING TIME			
CLEARANCE DISTANCE MEASUREMENTS			
SIG #1 = AT EDGE OF ROAD	SIG #1 = CENTER OF ROAD	SIG #1 = LONGEST DISTANCE	SIG #1 = CLEARANCE TIME = CT
_____ FT	_____ FT	_____ FT	_____ SEC
SIG #2 = AT EDGE OF ROAD	SIG #2 = CENTER OF ROAD	SIG #2 = LONGEST DISTANCE	SIG #2 = CLEARANCE TIME = CT
_____ FT	_____ FT	_____ FT	_____ SEC
CT= CLEARANCE TIME	0' TO 35' = NONE	96' TO 105' = 7 SEC CT	
	36' TO 45' = 1 SEC CT	106' TO 115' = 8 SEC CT	
	46' TO 55' = 2 SEC CT	116' TO 125' = 9 SEC CT	
	56' TO 65' = 3 SEC CT	126' TO 135' = 10 SEC CT	
	66' TO 75' = 4 SEC CT	136' TO 145' = 11 SEC CT	
	76' TO 85' = 5 SEC CT	146' TO 155' = 12 SEC CT	
	86' TO 95' = 6 SEC CT	156' TO 165' = 13 SEC CT	

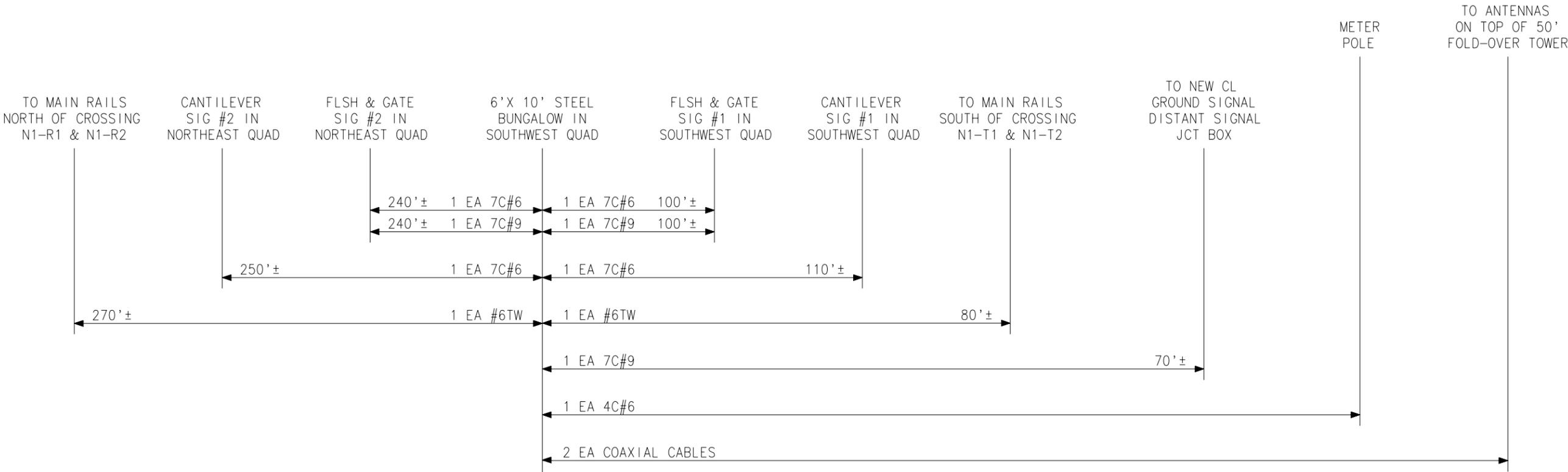
IL 111 NOTES:

- 1.) PROPOSED TO INSTALL THE FOLLOWING AS PART OF THIS STATE PROJECT:
 - 2 EA. FLASHER & GATE SIGNALS WITH 12" LED LIGHTS
 - 2 EA. 25' ALUMINUM CANTILEVERS WITH 12" LED LIGHTS
 - 1 EA. 6'x 10' STEEL BUNGALOW WITH A CONSTANT WARNING TIME TRAIN DETECTION DEVICE WITH SOLID STATE CROSSING CONTROLLER MODULES AND INTERNAL RECORDING AND ALARM REPORTING
 - 2 EA. SHUNT BOX ASSEMBLIES WITH MULTI SHUNTS
 - 1 EA. 50' FOLD-OVER TOWER WITH ANTENNAS MOUNTED ON TOP
 - 1 EA. 220 VAC METER POLE
- 2.) 4" PVC CONDUIT FOR SIGNAL CABLING UNDER ROADWAY MAY BE INSTALLED BY DIRECTIONAL BORING METHOD
- 3.) APPROX TONS OF FILL MATERIAL REQUIRED FOR BUNGALOW & SIGNALS
- 4.) ANY UTILITIES THAT INTERFERE WITH PROPER SIGNAL PLACEMENT WILL BE RELOCATED AT PROJECT EXPENSE
- 5.) ANY POWER LINES IN AREA WILL NEED TO BE AT LEAST 10' FROM TIP OF GATE ARM IN RAISED POSITION (VERTICAL)
- 6.) ANY DRAINAGE WORK REQUIRED FOR THE PROPER SIGNAL OR BUNGALOW PLACEMENT WILL BE AT PROJECT EXPENSE
- 7.) ALL PROPOSED DIMENSIONS ARE PLUS OR MINUS AT THE DISCRETION OF THE KCS SIGNAL SUPERVISOR AND/OR THE KCS PROJECT ENGINEER, IF WITHIN THE STATE GUIDELINES

REVISION
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KANSAS CITY SOUTHERN LINES SIGNAL DEPT.
DWG. NO. SD-33-2-028.93C1
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GODFREY, IL
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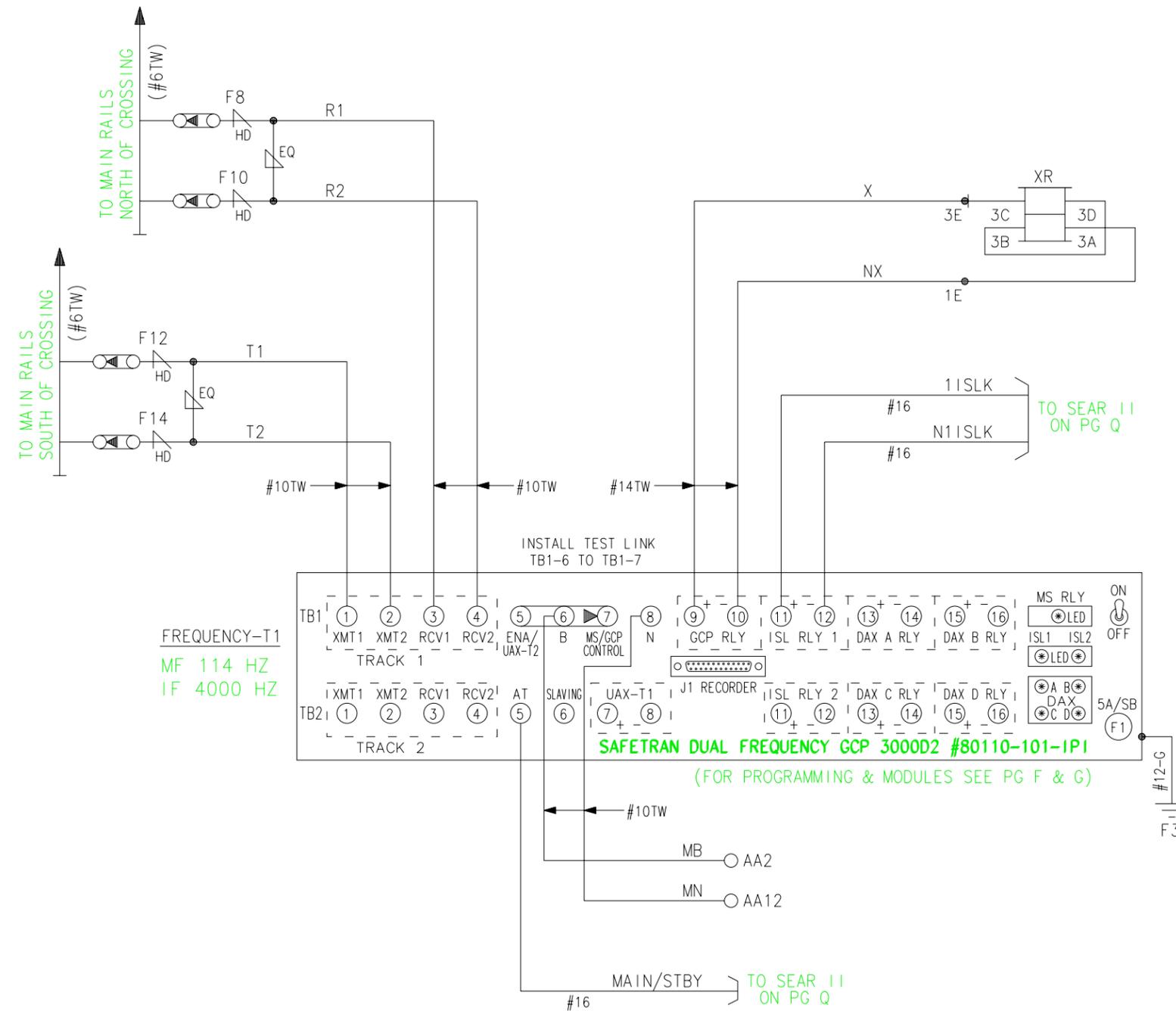
CABLE TABULATIONS



UG WIRE TOTALS
 #6TW = 350'±
 7C#9 = 410'±
 7C#6 = 700'±
 4C#6 = 200'±

KANSAS CITY SOUTHERN LINES SIGNAL DEPT.
 DWG. NO. SD-33-2-028.93D
 LOCATION IL 111 (MONTCLAIR AVENUE)
 & SB DISTANT SIGNAL
 GODFREY, IL
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 MILE POST 028.93

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KANSAS CITY SOUTHERN LINES SIGNAL DEPT.
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GCP #3000D2 / PROGRAMMING HISTORY (Press PROGRAM Key)

NUMBER OF TRACKS (NUMBER OF TRANSCEIVERS MODULES) 1 2

FREQUENCY (MS/GCP) T1: 114 Hz T2: N/A Hz

UNIDIRECTIONAL/BIDIRECTIONAL T1: UNI BI T2: UNI BI

XMIT LEVEL T1: MAX MED T2: MAX MED

PREDICTOR/MOTION SENSOR T1: PRED MS T2: PRED MS

WARNING TIME SELECTED T1: 31 SEC. T2: N/A SEC.

APPROACH DISTANCE SELECTED T1: 3,200' FT. T2: N/A FT.

APPROACH DISTANCE COMPUTED T1: SYSTEM COMPUTED FT. T2: SYSTEM COMPUTED FT.

UAX1 PICKUP DELAY (0 = OFF) 0 SEC.

ENA / UAX2 DELAY (0 = OFF) 0 SEC.

ISLAND DISTANCE (BETWEEN ISLAND TRACK WIRES) T1: 195' FT. T2: N/A FT.

NUMBER OF DAX'S 0 1 2 3 4

DAX A TRACK ASSIGNMENT T1 T2

DAX A DISTANCE (0 = PREMPT) N/A FT.

DAX A WARNING TIME N/A SEC.

DAX B TRACK ASSIGNMENT T1 T2

DAX B DISTANCE (0 = PREMPT) N/A FT.

DAX B WARNING TIME N/A SEC.

DAX C TRACK ASSIGNMENT T1 T2

DAX C DISTANCE (0 = PREMPT) N/A FT.

DAX C WARNING TIME N/A SEC.

DAX D TRACK ASSIGNMENT T1 T2

DAX D DISTANCE (0 = PREMPT) N/A FT.

DAX D WARNING TIME N/A SEC.

SLAVING MASTER/SLAVE MASTER SLAVE

PASSWORD ENABLED DISABLED

GCP #3000D2 / PROGRAMMING HISTORY (Press PROGRAM Key)

RECORDER INSTALLED NOT INSTALL

INSTALLED

RS-232-C BAUD RATE 9600 BPS

RS-232-C DATA BITS 7 8

RS-232-C STOP BITS 1 2

RS-232-C PARITY NONE MARK

ODD SPACE

EVEN

DATE (E.G., MON 16 NOV 1987) SETUP ON INSTALL

TIME (E.G., 11:25:43 AM) SETUP ON INSTALL

DAYLIGHT SAVINGS ON OFF

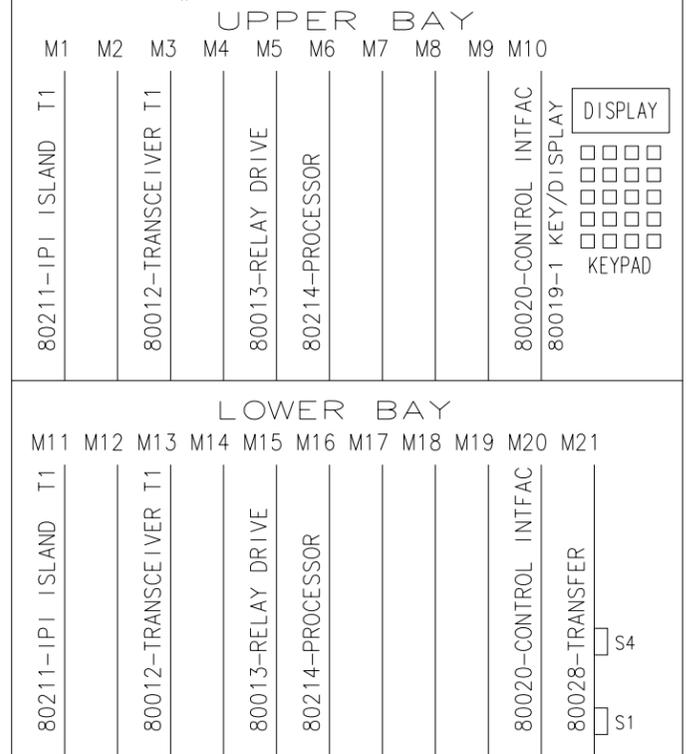
LOCATED ON THE #80211-IP1 MODULE WITH SOFTWARE REVISION A01E APRIL, 2000

INSTALL JUMPER IN HEADER POSITION	PICKUP DELAY TIME ADDED
A & B	0 SEC
A	2 SEC
B	4 SEC
NO JUMPER (A OR B)	6 SEC

FREQUENCY SELECT HEADER

FREQ	JUMPER	PICKUP DELAY TIME
20.2	A	4 SEC
17.5	B	
15.2		
13.2		
11.5		
10.0		
8.30		
7.10		
5.90		
4.90		
4.00	CONNECT SHORTING BLOCK/JUMPER	
3.24		
2.53		
2.14		

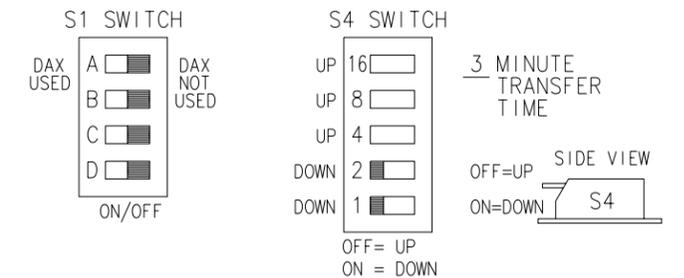
GCP #3000D2 MODULE ASSEMBLIES



DUAL FREQUENCY GCP 3000D2 #80110-101-IP1
GCP 3000 SOFTWARE VERSION #9V121-A01L

IF THE CURRENT SOFTWARE VERSION IS 9V121-A01H, 9V121-A01J, OR 9V121-A02J, UPDATING TO THE NEW SOFTWARE 9V121-A01L WILL NOT REQUIRE THE "SET TO DEFAULT". UPDATING AN EARLIER VERSION OF SOFTWARE WILL REQUIRE THE USER TO COMPLETELY REPROGRAM THE UNIT.

DAX SWITCH & TRANSFER TIMER SWITCH ON TRANSFER MODULE



KANSAS CITY SOUTHERN LINES SIGNAL DEPT.

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REVISION BLOCK

GCP #3000D2 / EXPANDED PROGRAMMING (Press FUNCTION Key)

SWITCH TO MS (ENTER EZ VALUE).....T1: 10 EZ
T2: N/A EZ

TRANSFER DELAY MS TO GCP (0 = OFF).....T1: 0 SEC.
T2: N/A SEC.

\$ TRANSFER MS TO GCP PRIMET1: ON OFF
(WHEN PRIME PREDICTION OFFSET IS ON) T2: ON OFF

\$ TRANSFER MS TO GCP DAX A T1 T2
(WHEN GCP DAX A IS ON) ON OFF

\$ TRANSFER MS TO GCP DAX B T1 T2
(WHEN GCP DAX B IS ON) ON OFF

\$ TRANSFER MS TO GCP DAX C T1 T2
(WHEN GCP DAX C IS ON) ON OFF

\$ TRANSFER MS TO GCP DAX D T1 T2
(WHEN GCP DAX D IS ON) ON OFF

PRIME PREDICTION OFFSET (0 = OFF).....T1: 0 FT.
T2: N/A FT.

PICKUP DELAY PRIME 25 SEC.

PICKUP DELAY DAX A N/A SEC.

PICKUP DELAY DAX B N/A SEC.

PICKUP DELAY DAX C N/A SEC.

PICKUP DELAY DAX D N/A SEC.

COMPENSATION VALUET1: SYSTEM COMPUTED
T2: SYSTEM COMPUTED

^ SPEED LIMITINGT1: ON OFF
(DEFAULT IS ON - INDEPENDENT OF ED BELOW) T2: ON OFF

* ENHANCED DETECTION (ED)T1: ON OFF
(POOR SHUNTING DETECTION) T2: ON OFF

* BACK TO BACK T1 AND T2 NO YES
(WHEN ED IS ON)

* STATION STOP TIMER.....T1: N/A SEC.
(WHEN ED IS ON) T2: N/A SEC.

NUMBER OF TRACK WIRES.....T1: 4 6
T2: 4 6

* LOW EX ADJUSTMENT (0 = NORMAL).....T1: 0
T2: N/A

GCP #3000D2 / EXPANDED PROGRAMMING (Press FUNCTION Key)

LOW EZ DETECTION.....T1: ON OFF
T2: ON OFF

LOW EZ DETECTION TIMERT1: N/A MIN.
(WHEN LOW EZ DETECTION IS ON) T2: N/A MIN.

POSITIVE START (0 = OFF)T1: 0 EZ
(ENTER EZ VALUE) T2: N/A EZ

POSITIVE START TIMEOUT (0 = NONE)T1: N/A MIN.
(WHEN POSITIVE START IS ON) T2: N/A MIN.

SET AT OPERATION..... NORMAL
DIAGNOSTIC

@! DIAGNOSTIC MESSAGES ON OFF

@! DAX MESSAGES ON OFF

! ADVANCE PREEMPT TIMER (00 = OFF) 00 SEC.

\$ MOTION SENSING LEVEL (0 = NORMAL)T1: 0 EZ
T2: N/A EZ

THE FOLLOWING OPTIONS (A,B,C) ARE AVAILABLE WHEN THE ENHANCED DETECTION SCREEN IS DISPLAYED

- A: ED SENSITIVITY LEVEL CAN BE REDUCED WITH ED ON. TO REDUCE, KEY IN "NEW DATA" THEN 1003, 1004, 1005 OR 1025. THE LOWER THE NUMBER, THE HIGHER THE SENSITIVITY.
- B: SPEED LIMITING MAY BE TURNED ON OR OFF INDEPENDENT OF ED. "^" INDICATES SPEED LIMITING IS ON DEFAULT. TO TURN ON OR OFF, KEY IN "NEW DATA", THEN 4000 FOR ON, OR 4001 FOR OFF.
- C: PREDICTION COUNTS CAN BE CHANGED WITH ED ON. TO INCREASE KEY IN "NEW DATA", THEN 3001, 3002 OR 3003. 3001 = A DELAY OF 0.5 SECONDS, DISPLAYED AS "ON +1" 3002 = A DELAY OF 1.0 SECONDS, DISPLAYED AS "ON +2" 3003 = A DELAY OF 1.5 SECONDS, DISPLAYED AS "ON +3"

FOLLOWING IS REQUIRED TO CONNECT GCP 3000 UNIT TO A ECHELON NETWORK...

- 1 EA. 80063 ECHELON PLUG ON J1 SERIAL PORT
- 2 EA. 80214 PROCESSOR MODULES (E OR HIGHER)
- 2 EA. 80255 INTERFACE MODULES (M7/M17)

EXPANDED PROGRAMMING RESTRICTIONS...

- * APPLICABLE ONLY TO GCP WITH 80044 OR 80214 PROCESSOR MODULE
- # APPLICABLE ONLY TO GCP WITH 80214 PROCESSORS WITH SOFTWARE REVISION 9V121-A01C OR LATER
- ! APPLICABLE ONLY TO GCP WITH 80214 PROCESSORS WITH SOFTWARE REVISION 9V121-A01E OR LATER
- \$ APPLICABLE ONLY TO GCP WITH 80214 PROCESSORS WITH SOFTWARE REVISION 9V121-A01H OR LATER
- @ APPLICABLE ONLY WHEN A SEAR NODE HAS BEEN PROGRAMMED INTO THE GCP FROM A SEAR

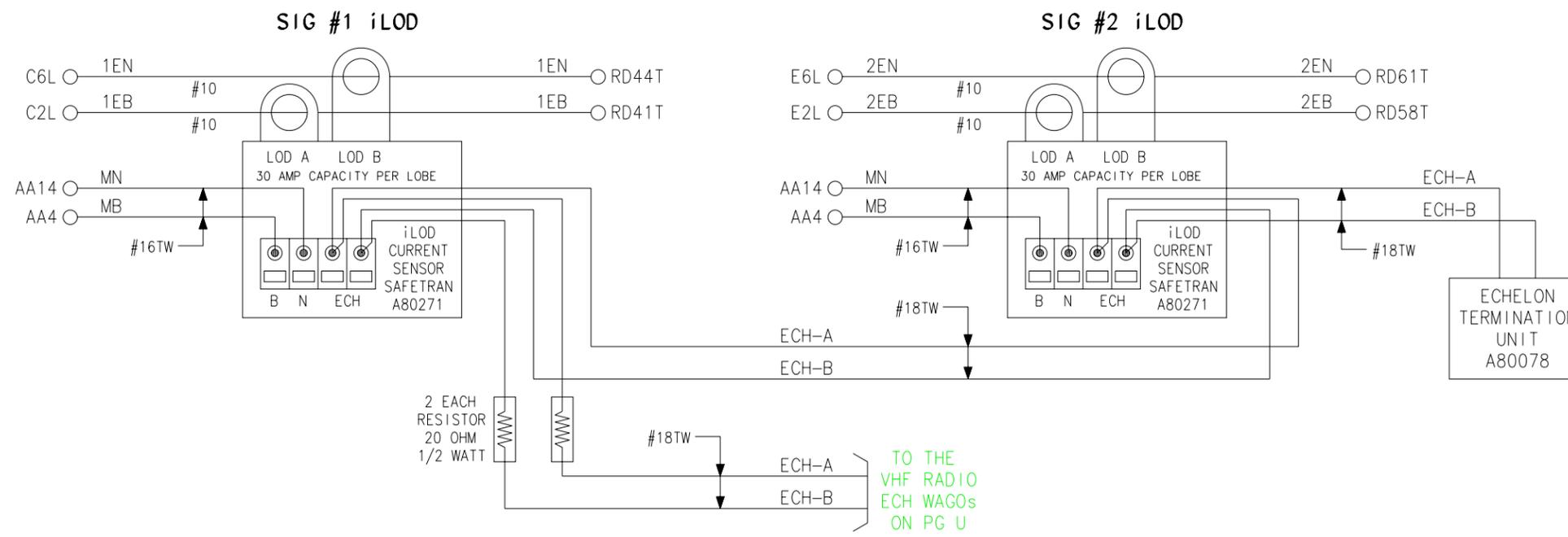
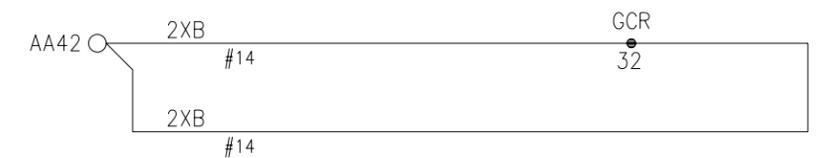
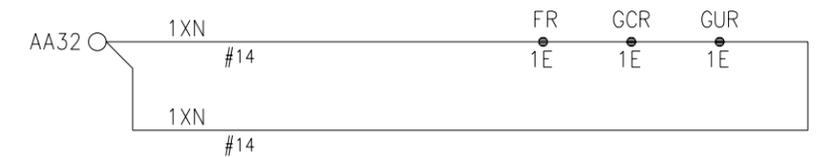
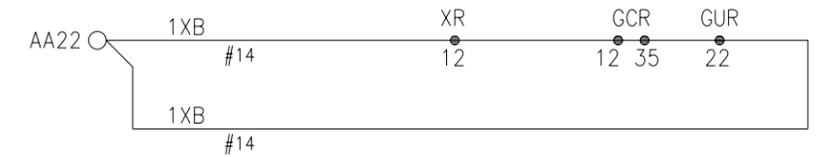
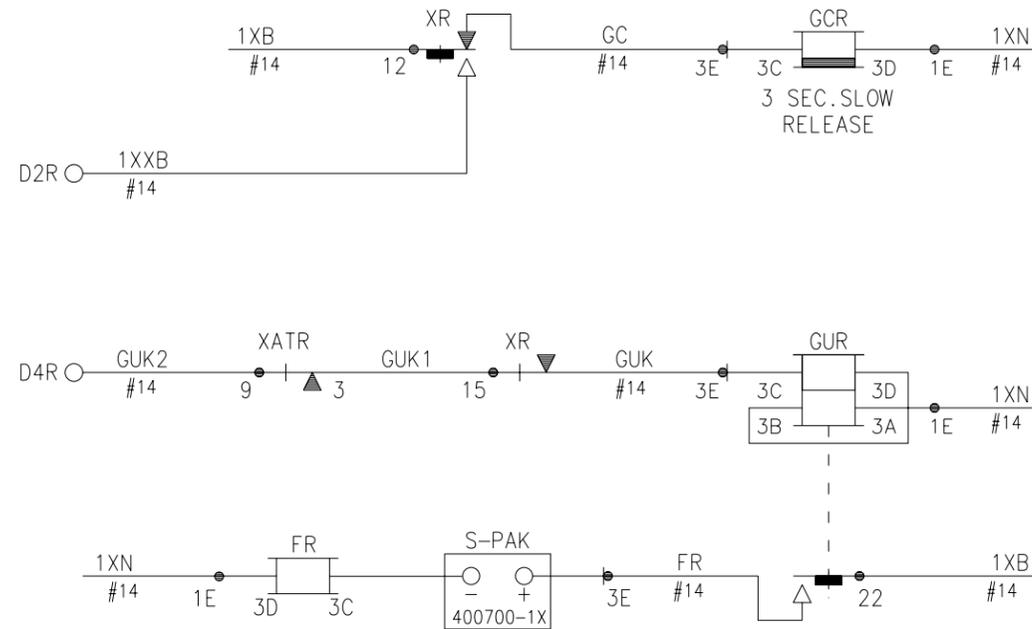
REVISION BLOCK

KANSAS CITY SOUTHERN LINES SIGNAL DEPT.

DWG. NO. SD-33-2-028.93G

LOCATION IL 111 (MONTCLAIR AVENUE) & SB DISTANT SIGNAL GODFREY, IL

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KANSAS CITY SOUTHERN LINES SIGNAL DEPT.
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