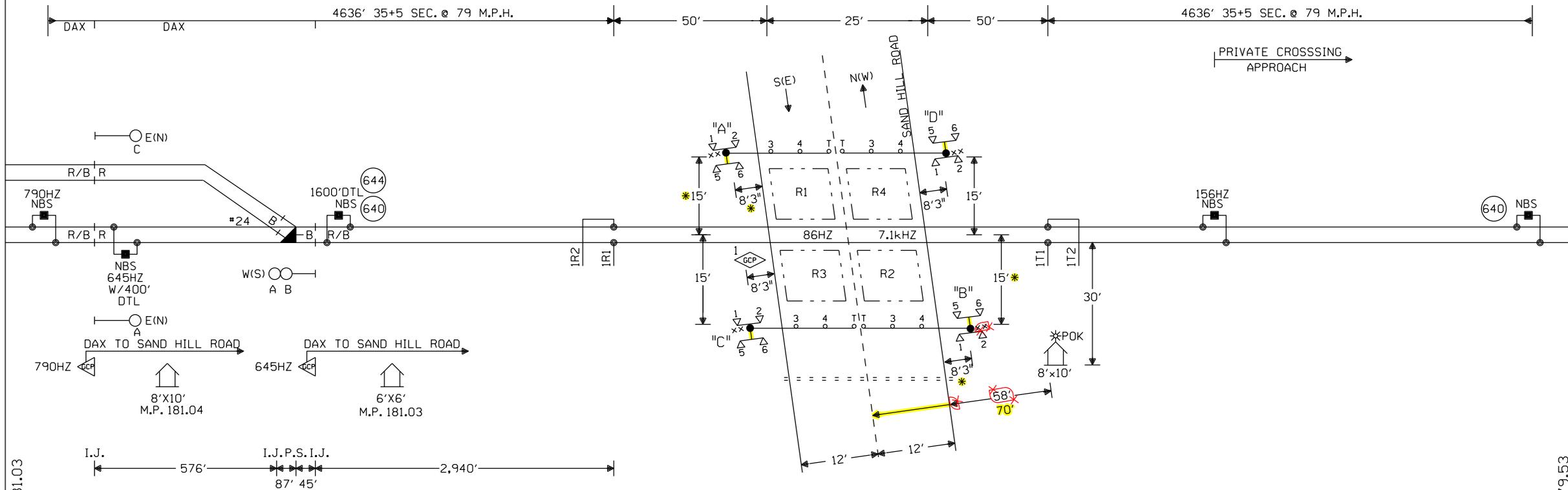


← TO SPRINGFIELD CONN.

TO BLOOMINGTON YARD →

ITCS HIGH SPEED WARNING TIME 77 SECONDS

PRIME WARNING TIME = 35 SECONDS



NOTES:

- ⊗ = TWISTED WIRES INSULATED 1 TWIST PER FT. ALL TRACK WIRES 2C. #6
- TRANSMITTER AND RECEIVER LEADS TO BE SEPARATED BY AT LEAST 12" IN TRENCH, LENGTHS SHOULD NOT EXCEED MANUFACTURERS RECOMMENDATION.
- TOP OF FOUNDATION TO BE AT SAME ELEVATION AS THE SURFACE OF THE TRAVELED WAY & NO MORE THAN 4" ABOVE THE SURFACE OF THE GROUND.
- ALL BUNGALOW WIRING TO BE #16 AWG FLEX UNLESS OTHERWISE SPECIFIED EXCEPT ALL GROUND WIRE TO BE #6 AWG FLEX OR LARGER.
- ALL WIRING IN GATE MECHANISM TO BE #10 "AWG FLEX". REFER TO UP STANDARD DWG FOR BUNGALOW GROUNDING.
- PORTABLE GENERATOR EXTENSION CORD FOR 240V TO 240V IS PROVIDED AS WELL AS A 120V TO 240V ADAPTER.
- ALL LIGHTS TO BE 12" ROUNDELS.
- ==== = 4" X 100' CONDUIT
- LIGHTS: LED LIGHTS
- GATE A: 20' * GATE C: 20'
- GATE B: 20' * GATE D: 20'
- xx = BELL

EXIT GATE MANAGEMENT SYSTEM (EGMS) LOOP LOCATION:

- 1.) 12" FROM CONCRETE CROSSING PANEL. MAY VARY FROM 6" TO 12" DEPENDING ON PAVEMENT QUALITY.
- 2.) 2' FROM CROSSING CENTERLINE.
- 3.) 3.5' FROM GATE ARM.
- 4.) 2' FROM THE EDGE OF THE TRAVELED WAY. MAY BE INCREASED UP TO A MAXIMUM OF 5' WHERE AN IMPROVED SHOULDER OR OTHER EXISTS.
- 5.) MAXIMUM LOOP WIDTH NOT TO EXCEED 8' AND MINIMUM WIDTH TYPICALLY NOT TO BE LESS THAN 5'. LOOPS BETWEEN TRACKS MUST NOT BE LESS THAN 3', HOWEVER SMALLER LOOPS ARE ACCEPTABLE.
- 6.) DISTANCE BETWEEN ADJACENT LOOPS FOR ONE DIRECTION OF TRAFFIC MUST NOT EXCEED 13'.
- 7.) MAXIMUM LOOP AREA NOT TO EXCEED 144 SQUARE FEET.
- 8.) MAXIMUM LENGTH OF THE LONGEST SIDE OF A LOOP SHALL NOT EXCEED 28'6".

— = EGMS LOOP

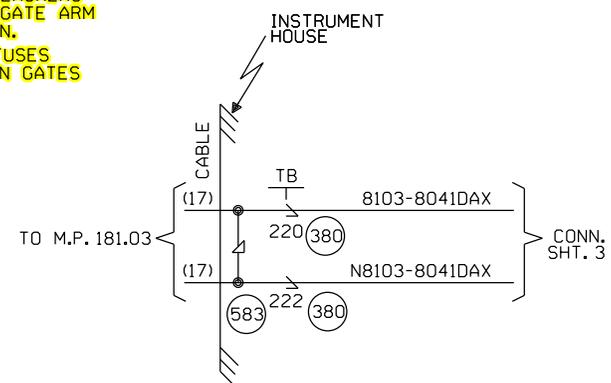
CONSTRUCTION NOTES:

1. CABIN LOCATION NEEDS TO BE VERIFIED BY ICC PERSONNEL.
2. WHEN PLACING THE HOUSE THE 10' OR LONG SIDE OF THE HOUSE NEEDS TO BE PARALLEL WITH THE TRACKS.
3. REUSE EXISTING GATES "A" AND "B".
4. * = FIELD VERIFY DIMENSIONS
5. ADD EXTENSION ARMS TO THE FLASHERS ALLOWING CLEARANCE FOR THE GATE ARM WHEN IN THE VERTICAL POSITION.
6. ORDER AND INSTALL (4) 5-AMP FUSES FOR GATE LIGHTING CIRCUITS ON GATES "A" AND "B".

W(S) ← ○ → E(N)

CABLE TABULATION

CABLE #17 7C #14 U.G.B.T. HOUSE TO M.P. 181.03



— = IN
-x-x- = OUT

NEW SHEET

CONNECTS TO M.P. 181.03

CONNECTS TO M.P. 179.53

Designed: 01/07/15 TIER 3 PHASE 2 M.P. 194.00 TO M.P. 177.00 HSR SCOPE CHANGE Rec'd: 14052 IS: /NST/JVJ	Designed: 6/01/12 TIER 3 PHASE 2 M.P. 194.00 TO M.P. 177.00 UPGRADE XINGS TO 4 QUAD WITH EGMS, VARIOUS CP'S Rec'd: 14052 IS: /MWK/MJF	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 03/09/12	UNION PACIFIC RAILROAD SPRINGFIELD, ILLINOIS SAND HILL ROAD SPRINGFIELD SUBDIVISION Office of AVP Engineering - Signal Omaha, Nebraska	Sh.: 1
		Q.A. LAST LEVEL CHECKED	DU		Des: NST		DOT 294285A
LAST LEVEL MOD THIS TYPICAL	DU	Chk: MWK	MP: 180.41				
LAST LEVEL BY DESIGNER	DU	AFE: 14052	ID: CSL18041.IX				
CHANGED FROM TYPICAL? REV 01.24.11 4K 2TKEGMS.1							

The Incremental Train Control System (ITCS) provides advance activation of the crossings for all ITCS equipped trains traveling over 20 M.P.H. The ITCS is a communication-based train control system that provides enforcement and advanced start of public crossings. ITCS vitally monitors the existing crossings as a basis for determining permissible action and uses a radio frequency (RF) data link with a vital communication protocol to send wayside status to the trains. Enforcement of speed limits is performed vitally by an onboard computer (OBC). The wayside components monitor Crossing Warning Systems and relay the information to the train over the RF network as a list of device statuses. The OBC interprets the statuses and enforces all speed limits and braking based upon those statuses. The OBC must receive an acknowledgment from the crossing, verifying the proper operation of the Crossing Warning System, before the train can proceed at high speed through the crossings approach circuit. This is the High Speed OK (HSOK) status. If this status is not true, a 79 M.P.H. target speed limit is placed at the start of the conventional track circuit based approach of the crossing. Conditions that would cause this to happen are:

- The Advance Start Enable test switch is open.
- The Crossing has been activated longer than ~~2~~ ^{3.5} minutes but less than 5 minutes ~~*,~~ **without a train present on the crossing.**
- The loss of communications longer than 2 minutes 30 seconds.

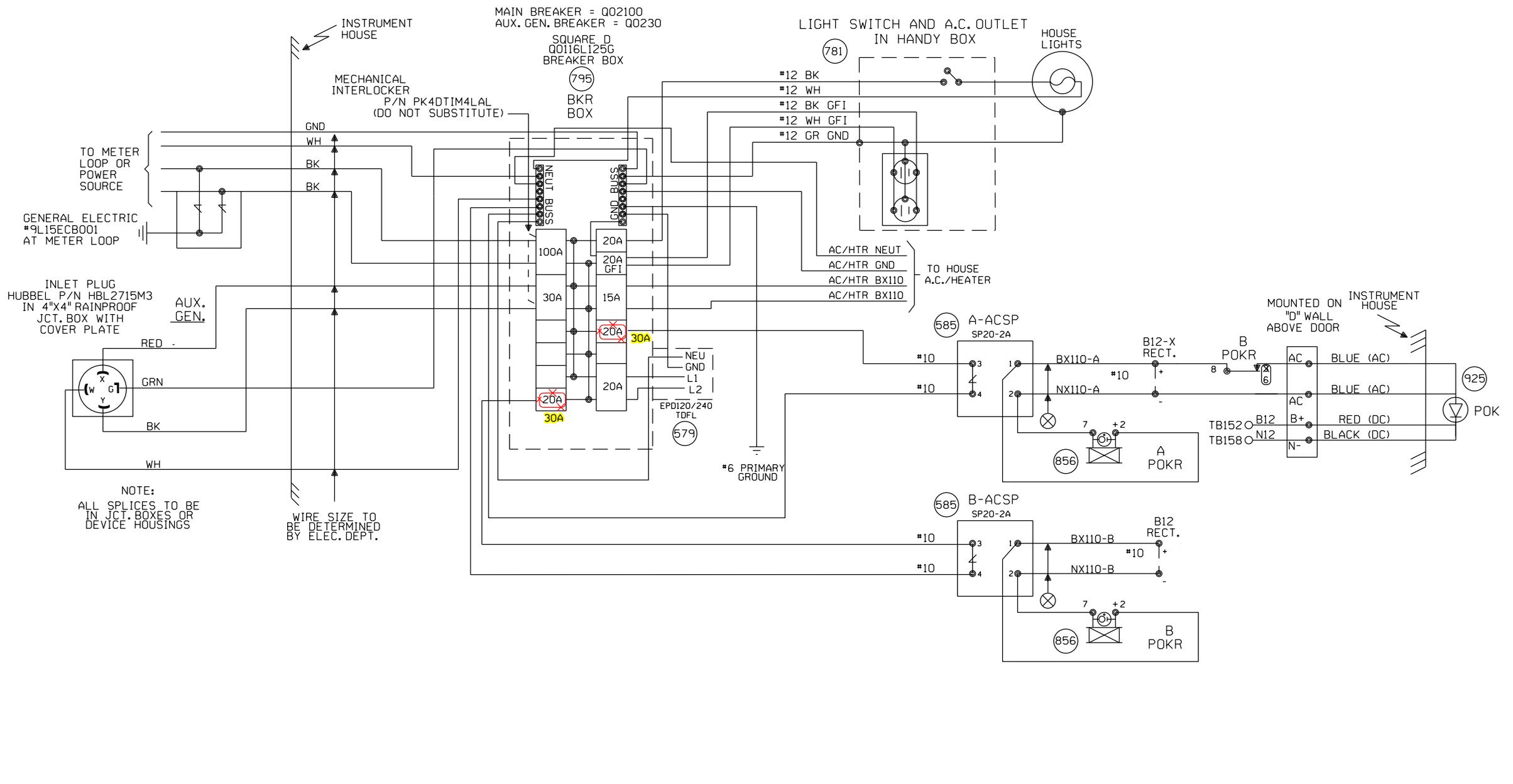
The most restrictive status in the health status. If the health status for the crossing is not true a 15 M.P.H. target speed limit is placed at the leading island wires of the crossing. Conditions that would cause this to happen are:

- Activation failure detected. ~~(*)~~ ^{No} vertical gate ~~(*)~~ ^{contact} not indicating de-energized within 10 seconds of request for crossing to activate) If this failure has occurred it requires the advance start enable test switch to be opened to reset the box before any further High Speed operation is allowed.
- The crossing has been activated longer than 5 ~~minutes~~ ^{minutes}, **without a train present on the crossing.**
- The vehicle detector does not indicate clear, or the Gate Down circuit not energized within 20 seconds (Field adjustable) of crossing being requested to activate.
- The vehicle detector health not true. This input consists of the detector loop health, EGMS health, Battery health, and Long Term Occupancy of Vehicle Detector Loop (Greater than 1 minute.)

— = IN
 -x-x- = OUT

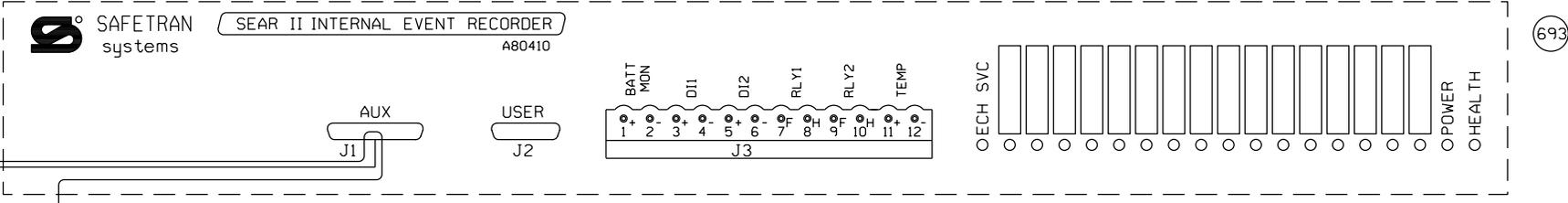
NEW SHEET

						Designed: 01/07/15 TIER 3 PHASE 2 M.P. 194.00 TO M.P. 177.00 HSR SCOPE CHANGE Rec*: W0*, 14052 IS: /NST/JVJ	Designed: 6/01/12 TIER 3 PHASE 2 M.P. 194.00 TO M.P. 177.00 UPGRADE XINGS TO 4 QUAD WITH EGMS. VARIOUS CP'S Rec*: W0*, 14052 IS: /MWK/ /NST/MJF	CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 03/09/12 Des: NST Chk: MWK AFE: 14052	UNION PACIFIC RAILROAD SPRINGFIELD, ILLINOIS SAND HILL ROAD SPRINGFIELD SUBDIVISION Office of AVP Engineering - Signal Omaha, Nebraska	Sh.: 1A DOT: 294285A MP: 180.41 ID: CSL18041.1AX
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NOTE:
ALL SPLICES TO BE
IN JCT. BOXES OR
DEVICE HOUSINGS

WIRE SIZE TO
BE DETERMINED
BY ELEC. DEPT.



TO CAR 14
SEE
SHT. 3B

RED
BLUE
WHITE
ORANGE
GREEN

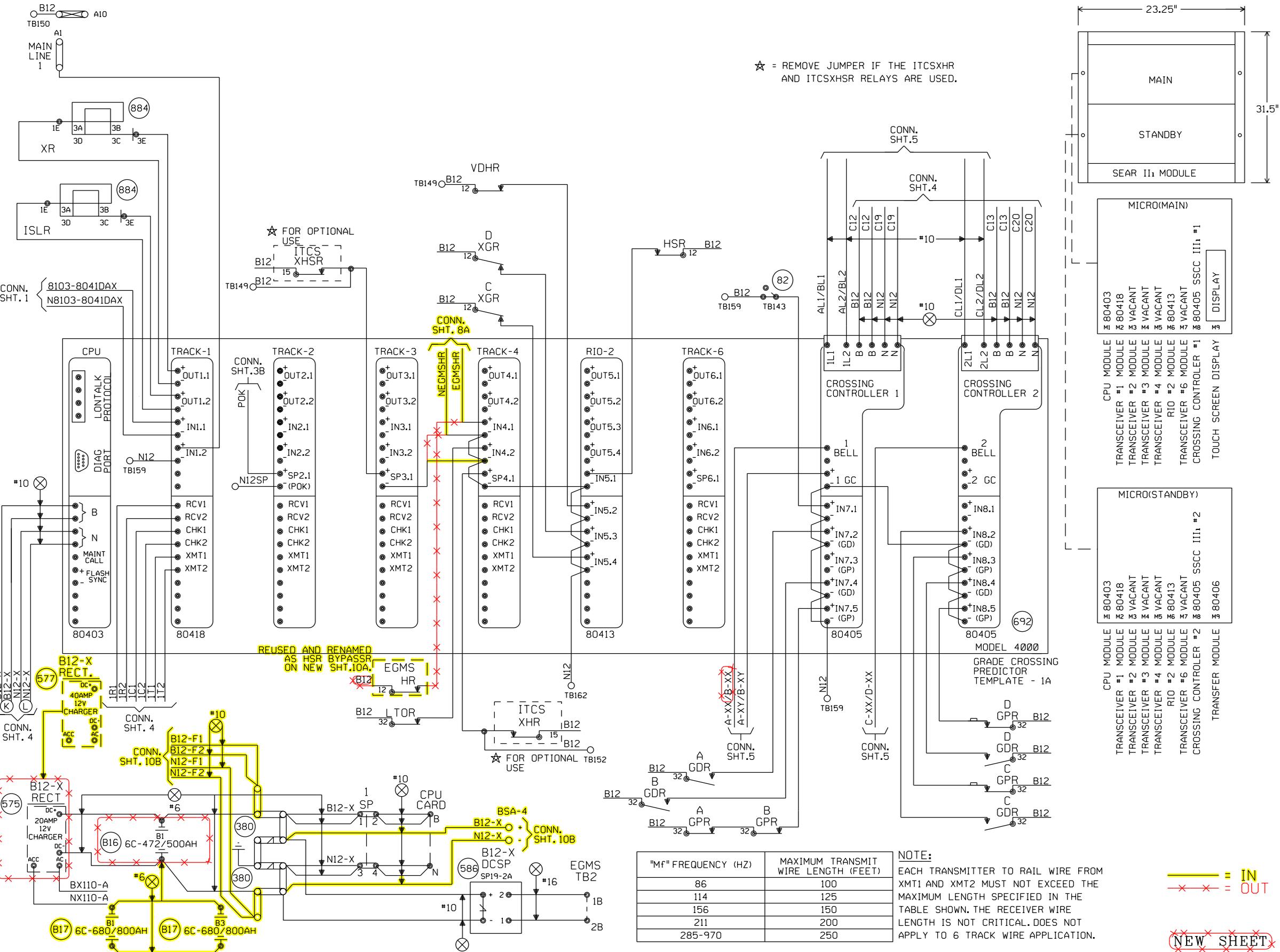
CABLE TO BE USED
WITH CAR REPORTER/RECORDER
PART # A26654-2
UP PART # 520-4056

○ = EXISTING/REVISE
ORIGINALS
IF A.C.'D

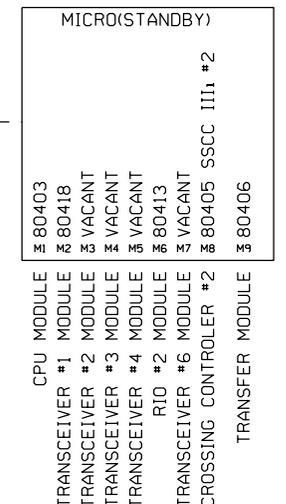
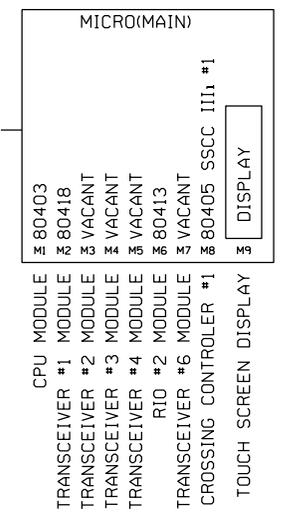
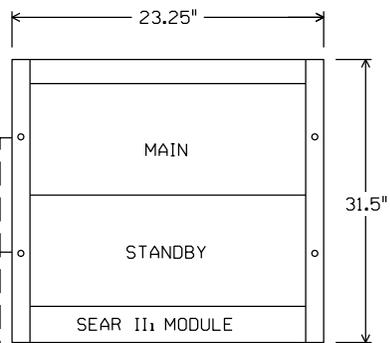
— = IN
×××× = OUT

NEW SHEET

Designed: 01/07/15 TIER 3 PHASE 2 M.P. 194.00 TO M.P. 177.00 HSR SCOPE CHANGE Rec'd: IS: W0: 14052 / NST/JVJ	Designed: 6/01/12 TIER 3 PHASE 2 M.P. 194.00 TO M.P. 177.00 UPGRADE XINGS TO 4 QUAD WITH ECMS, VARIOUS CP'S Rec'd: IS: W0: 14052 / NST/MJF	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 03/09/12	UNION PACIFIC RAILROAD SPRINGFIELD, ILLINOIS SAND HILL ROAD SPRINGFIELD SUBDIVISION Office of AVP Engineering - Signal Omaha, Nebraska	Sh.: 2
		O.A. LAST LEVEL CHECKED LAST LEVEL MOD THIS TYPICAL LAST LEVEL BY DESIGNER CHANGED FROM TYPICAL?	DU DU DU Y		Des: NST Chk: MWK AFE: 14052		DOT 294285A MP: 180.41 ID: CSL18041.2X



★ = REMOVE JUMPER IF THE ITCSXHR AND ITCSXHSR RELAYS ARE USED.



"Mf" FREQUENCY (HZ)	MAXIMUM TRANSMIT WIRE LENGTH (FEET)
86	100
114	125
156	150
211	200
285-970	250

NOTE: EACH TRANSMITTER TO RAIL WIRE FROM XMT1 AND XMT2 MUST NOT EXCEED THE MAXIMUM LENGTH SPECIFIED IN THE TABLE SHOWN. THE RECEIVER WIRE LENGTH IS NOT CRITICAL. DOES NOT APPLY TO 6 TRACK WIRE APPLICATION.

— = IN
 -X-X- = OUT

NEW SHEET

Minimum Program Steps Report

Location and SIN

DOT Number: 294285A
 Milepost Number: 180.41
 Site Name: SPRINGFIELD, IL

SIN: 762010010016 *

* Parameter is part of office check number calculation.

MCF and Template Selection

MCF Name: GCP-T6X-02-4.mcf
 MCF Revision: 24
 MCFCRC: 09FC363B

Template = 1A:6 Trk Bi (OCCN) *

* Parameter is part of office check number calculation.

Minimum Program Steps

TEMPLATE: module configuration
 Track 5/RIO 2 Slot = RIO (OCCN) *

TEMPLATE: track 1-Bi, Island
 Track 1 : GCP Frequency = 86 Hz (Field,TCN)
 Track 1 : Approach Distance = 4636 ft (Set in Field,TCN)
 Track 1 : Prime UAX = IP (OCCN) *
 Track 1 : Prime UAX Pickup = 15 sec (OCCN) *
 Track 1 : GCP Transmit Level = Medium (Set in Field,TCN)
 Track 1 : Isl Frequency = 7.1 kHz (Set in Field)

TEMPLATE: AND 1 XR
 AND 1 Enable Used = Yes (OCCN) *

TEMPLATE: SSCC
 SSCC-2 Number of GPs = 2 (OCCN) *
 SSCC-2 Number of GDs = 2 (OCCN) *
 SSCC 1 : Lamp Neutral Test = Off (Set in Field)
 SSCC 2 : Lamp Neutral Test = Off (Set in Field)

TEMPLATE: OOS
 OOS Control = OOS IPs (OCCN) *

TEMPLATE: OP assignment 1
 OUT 1.1 = AND 1 XR (OCCN) *
 OUT 1.2 = T1 Island (OCCN) *

TEMPLATE: IP assignment 1
 IN 1.1 = T1 Prime UAX (OCCN) *
 IN 1.2 = Out Of Service IP 1 (OCCN) *

TEMPLATE: IP assignment 2
 IN 5.1 = AND 1 XR Enable (OCCN) *
 IN 5.2 = GP 1.1 (OCCN) *

TEMPLATE: IP assignment SSCC
 IN 7.1 = AND 1 XR Enable (OCCN) *
 IN 7.2 = GD 1.1 (OCCN) *
 IN 7.4 = GD 1.2 (OCCN) *
 IN 8.2 = GD 2.1 (OCCN) *
 IN 8.3 = GP 2.1 (OCCN) *
 IN 8.4 = GD 2.2 (OCCN) *
 IN 8.5 = GP 2.2 (OCCN) *

TEMPLATE: SEAR
 SP 3.1 = General 3 (OCCN) *
 SP 4.1 = General 4 (OCCN) *

GCP: track 1
 Track 1 : Island Distance = 125 ft (Set in Field,TCN)

ISLAND: track 1
 Track 1 : Pickup Delay (2s +) = 2 sec (OCCN) *

ADVANCED: site options
 Daylight Savings = Off (Set in Field)

SEAR: slot 1-4 inputs
 IN 4.1 = Vehicle Det Hlth (OCCN) *
 IN 4.2 = 3 Vehicle Detect (OCCN) *

SEAR: inputs slot 5
 IN 5.3 = General 1 (OCCN) *
 IN 5.4 = General 2 (OCCN) *

* Parameter is part of office check number calculation.

Check Numbers

Office Check Number: 560B6683
 Config. Check Number: 6368E782
 (Based on MCF Revision 24)

Parameters not part of office check number calculation:

Track 1 : GCP Frequency = 86 Hz
 Track 1 : Approach Distance = 4636 ft (Set in Field)
 Track 1 : GCP Transmit Level = Medium (Set in Field)
 Track 1 : Isl Frequency = 7.1 kHz
 SSCC 1 : Lamp Neutral Test = Off (Set in Field)
 SSCC 2 : Lamp Neutral Test = Off (Set in Field)
 Track 1 : Island Distance = 125 ft (Set in Field)
 Daylight Savings = Off (Set in Field)

Comments

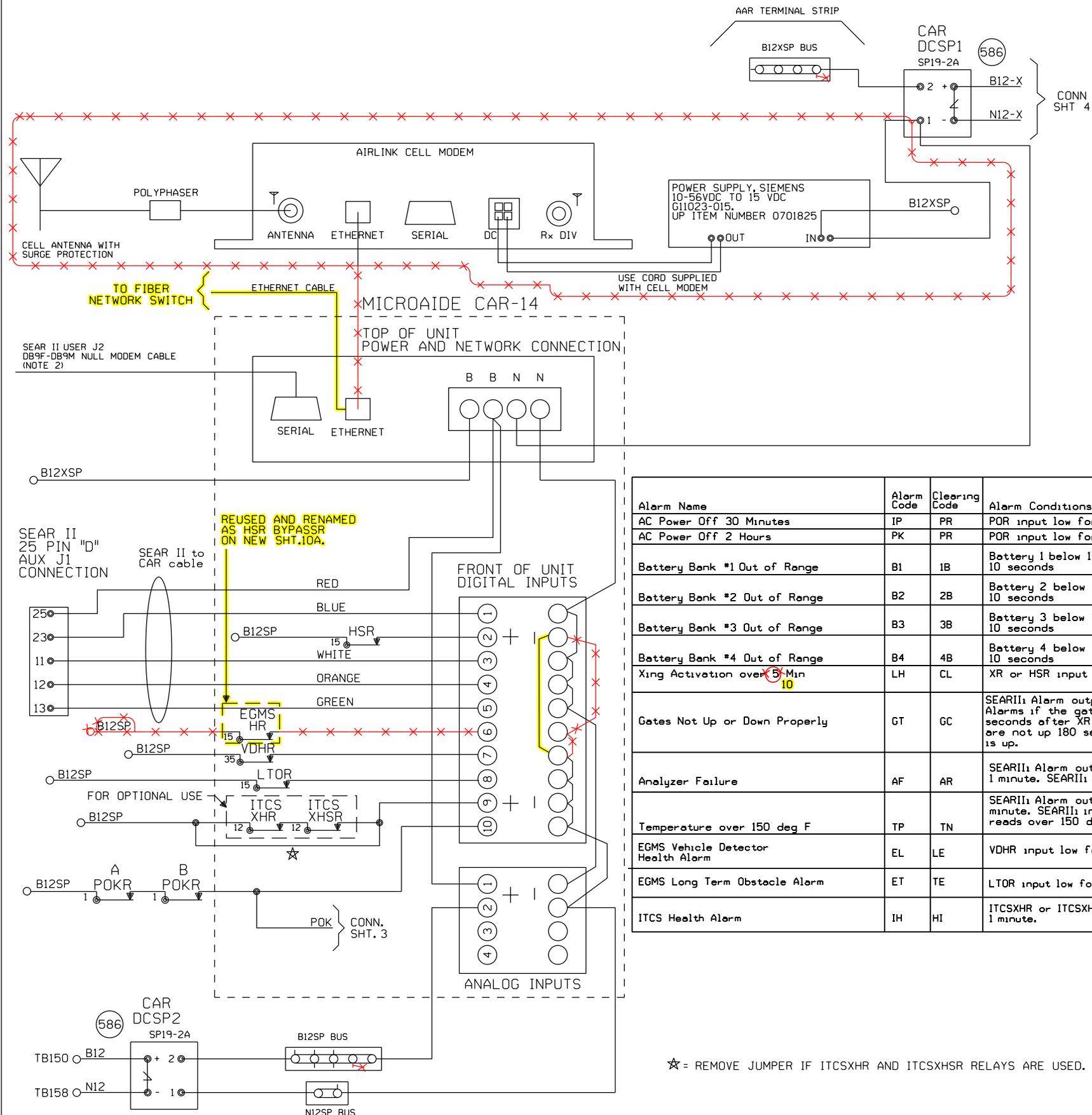
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Configuration Package File

Filename: CSL18041_294285A.pac
 Path: H:\UP\Springfield Sub Tier 3 Ph. 2 11-404-2\PAC Files\180.41\
 Date/Time: 10/09/2013 9:08:31

NEW SHEET

				Design: 6/01/12 TIER 3 PHASE 2 M.P.194.00 TO M.P.177.00 UPGRADE XINGS TO 4 QUAD WITH EGMS, VARIOUS CP'S Rec*: W0: 14052 IS: MWK/ /NST/MJF	NOTE: Actual OFFSET and ISLAND distances must be verified by field personnel.	CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 03/09/12 Des: NST Chk: MWK AFE: 14052	UNION PACIFIC RAILROAD SPRINGFIELD, ILLINOIS SAND HILL ROAD SPRINGFIELD SUBDIVISION Office of AVP Engineering - Signal Omaha, Nebraska	Sh.: 3A DOT: 294285A MP: 180.41 ID: CSL18041.3AX
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NOTE:
 1) DO NOT JUMPER UNUSED INPUTS UNLESS OTHERWISE NOTED
 2) THE CAR14 SERIAL PORT ACTS AS A PASS-THRU TO THE SEARII₁ USER J2 PORT. USE A NULL MODEM CABLE
 3) MAKE THE FOLLOWING CHANGES TO THE SEARII₁ CONFIGURATION
 - ENABLE THE SEARII₁'S INTERNAL TEMPERATURE ALARM TP
 - SET THE BAUD RATE OF THE USER J2 PORT TO 9600

ANALOG INPUTS:
 A1) B12X BATTERY BANK
 A2) B12 BATTERY BANK
 A3) BATTERY BANK 3
 A4) BATTERY BANK 4

DIGITAL INPUTS
 D1) XR (BLUE WIRE)
 D2) HSR
 D3) ANALYZER FAILURE (WHITE WIRE)
 D4) HIGH TEMPERATURE (ORANGE WIRE)
 D5) GATES NOT UP OR DOWN PROPERLY (GREEN WIRE)
 D6) ~~EGMSHR~~ EGMS OVERALL HEALTH
 D7) ~~VDHR~~ - EGMS LOOP HEALTH
 D8) ~~LTOR~~ - EGMS LONG-TERM OBSTACLE
 D9) ITCS HEALTH (JUMPER TO B12X IF UNUSED)
 D10) POWER OFF INDICATION

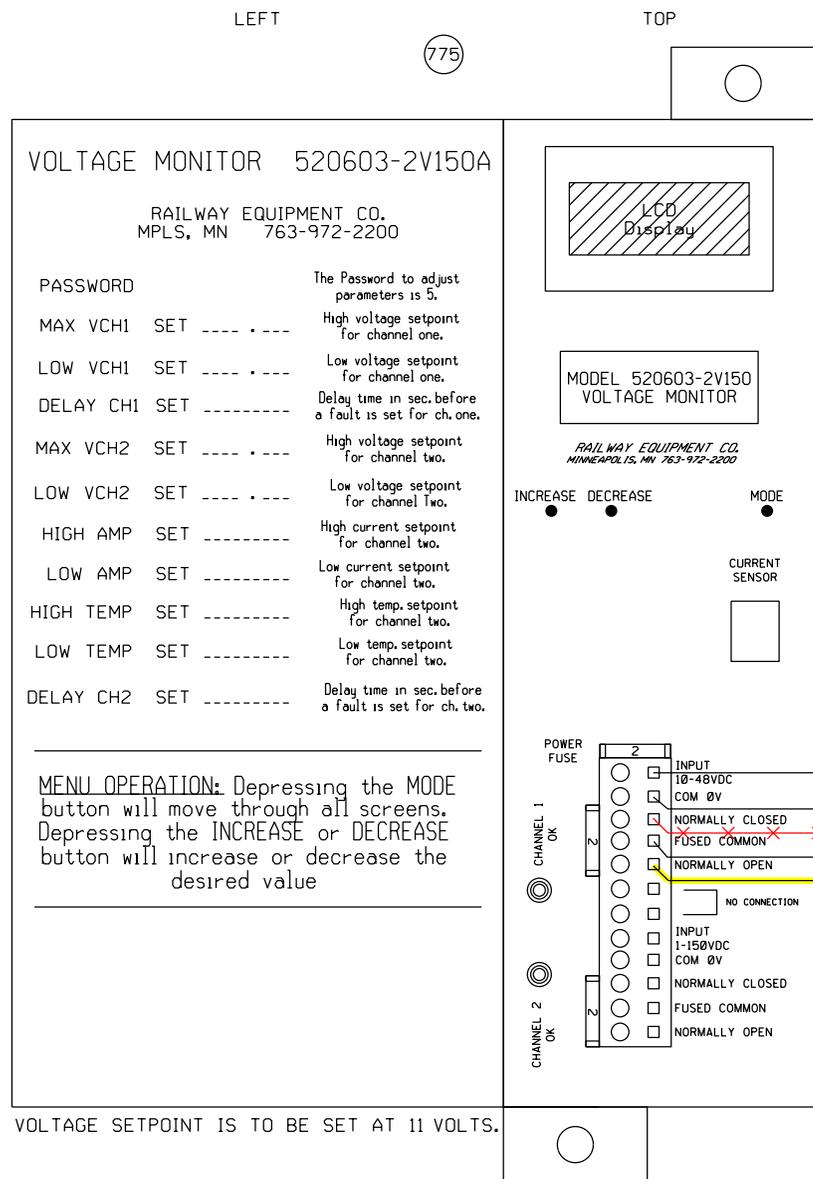
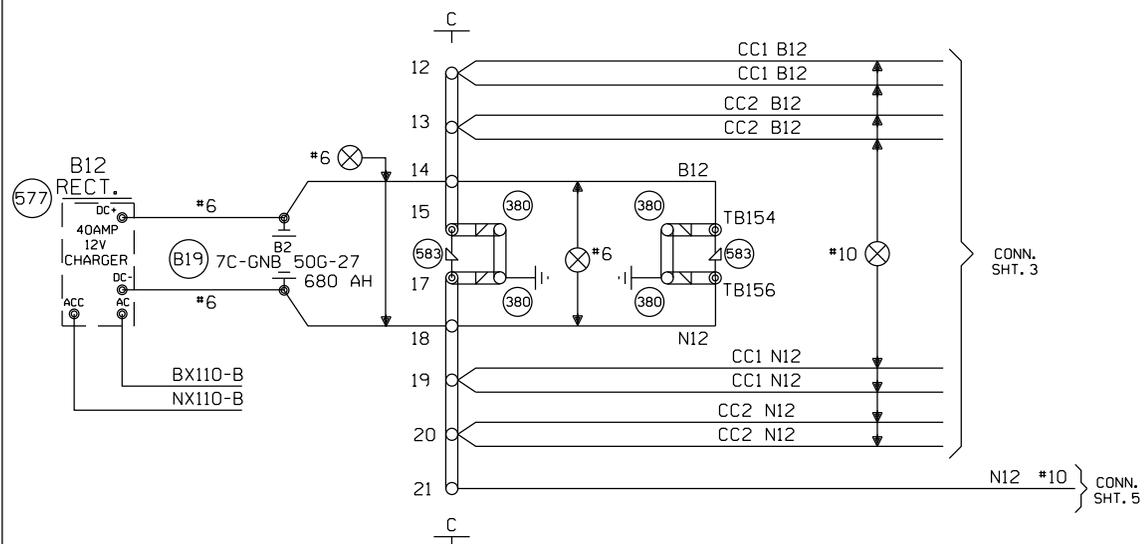
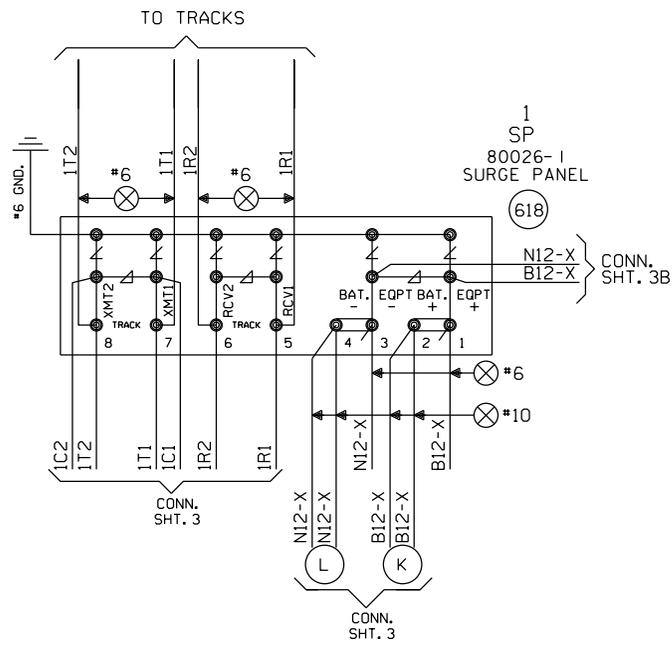
CONFIG: C14HISPEED

Alarm Name	Alarm Code	Clearing Code	Alarm Conditions	Alarm Clearing Conditions	Cleared by Maintainer Mode?
AC Power Off 30 Minutes	IP	PR	POR input low for 30 minutes.	POR input high for 5 minutes.	No
AC Power Off 2 Hours	PK	PR	POR input low for 2 Hours.	POR input high for 5 minutes.	No
Battery Bank #1 Out of Range	B1	1B	Battery 1 below 11V or over 19V for 10 seconds	Battery 1 between 11V or over 19V for 5 minutes	No
Battery Bank #2 Out of Range	B2	2B	Battery 2 below 11V or over 19V for 10 seconds	Battery 2 between 11V or over 19V for 5 minutes	No
Battery Bank #3 Out of Range	B3	3B	Battery 3 below 11V or over 19V for 10 seconds	Battery 3 between 11V or over 19V for 5 minutes	No
Battery Bank #4 Out of Range	B4	4B	Battery 4 below 11V or over 19V for 10 seconds	Battery 4 between 11V or over 19V for 5 minutes	No
Xing Activation over 5 Min	LH	CL	XR or HSR input low for 5 minutes.	XR and HSR input high for 10 seconds.	Yes
Gates Not Up or Down Properly	GT	GC	SEARII ₁ Alarm output high for 5 seconds. Alarms if the gates are not down 45 seconds after XR drops, or the gates are not up 180 seconds after the XR is up.	SEARII ₁ alarm output low for 5 seconds. Gates have recovered	No
Analyzer Failure	AF	AR	SEARII ₁ Alarm output high for 1 minute. SEARII ₁ Failure	SEARII ₁ alarm output low for 5 seconds. SEARII ₁ has recovered after an analyzer failure alarm.	No
Temperature over 150 deg F	TP	TN	SEARII ₁ Alarm output high for 1 minute. SEARII ₁ internal thermometer reads over 150 degrees F.	SEARII ₁ Alarm Output low for 5 minutes. Temperature has reduced after a High-Temp alarm.	No
EGMS Vehicle Detector Health Alarm	EL	LE	VDHR input low for 10 seconds	VDHR input is high for 5 seconds	No
EGMS Long Term Obstacle Alarm	ET	TE	LTOR input low for 1 minute	LTOR input is high for 5 seconds	No
ITCS Health Alarm	IH	HI	ITCSXHR or ITCSXHSR low for 1 minute.	ITCSXHR or ITCSXHSR high for 5 seconds.	No

— = IN
 -x-x- = OUT

☆ = REMOVE JUMPER IF ITCSXHR AND ITCSXHSR RELAYS ARE USED.

NEW SHEET



VOLTAGE MONITOR 520603-2V150A

RAILWAY EQUIPMENT CO.
MPLS, MN 763-972-2200

- PASSWORD The Password to adjust parameters is 5.
- MAX VCH1 SET ---- High voltage setpoint for channel one.
- LOW VCH1 SET ---- Low voltage setpoint for channel one.
- DELAY CH1 SET ----- Delay time in sec. before a fault is set for ch. one.
- MAX VCH2 SET ---- High voltage setpoint for channel two.
- LOW VCH2 SET ---- Low voltage setpoint for channel two.
- HIGH AMP SET ----- High current setpoint for channel two.
- LOW AMP SET ----- Low current setpoint for channel two.
- HIGH TEMP SET ----- High temp. setpoint for channel two.
- LOW TEMP SET ----- Low temp. setpoint for channel two.
- DELAY CH2 SET ----- Delay time in sec. before a fault is set for ch. two.

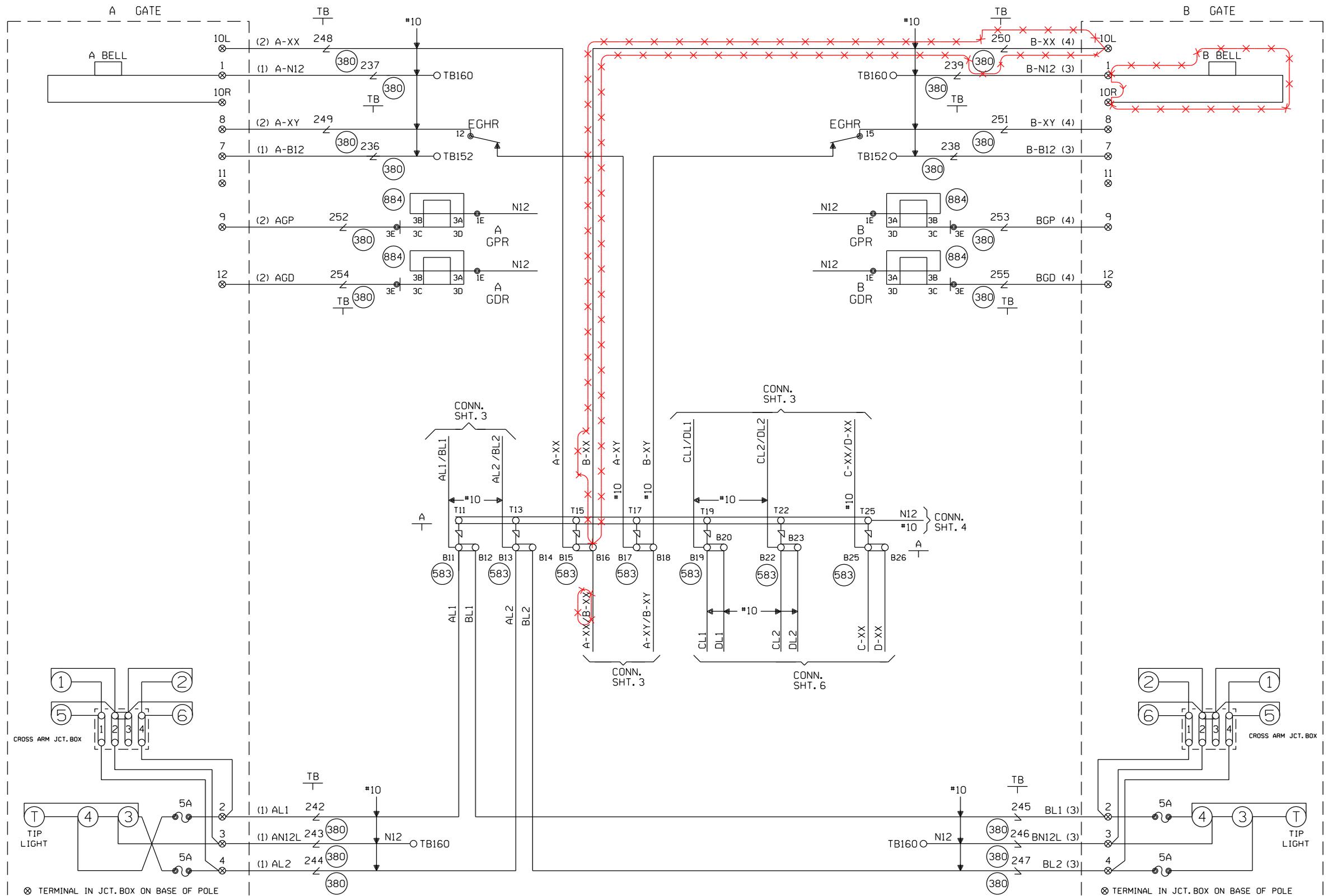
MENU OPERATION: Depressing the MODE button will move through all screens. Depressing the INCREASE or DECREASE button will increase or decrease the desired value

LOW VOLTAGE SETPOINT IS TO BE SET AT 11 VOLTS.

— = IN
-x-x- = OUT

NEW SHEET

Designed: 6/01/12 TIER 3 PHASE 2 M.P. 194.00 TO M.P. 177.00 UPGRADE XINGS TO 4 QUAD WITH EGMS, VARIOUS CP'S Rec'd: 14052 IS: /NST/JVJ	Design: 01/07/15 TIER 3 PHASE 2 M.P. 194.00 TO M.P. 177.00 HSR SCOPE CHANGE Res'd: 14052 IS: /NST/JVJ	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 03/09/12	UNION PACIFIC RAILROAD SPRINGFIELD, ILLINOIS SAND HILL ROAD SPRINGFIELD SUBDIVISION Office of AVP Engineering - Signal Omaha, Nebraska	Sh.: 4
		O. A. LAST LEVEL CHECKED	DU		Des: NST		DOT 294285A
LAST LEVEL MOD THIS TYPICAL	DU	Chk: MWK	MP: 180.41				
LAST LEVEL BY DESIGNER	DU	AFE: 14052	ID: CSL18041.4X				
CHANGED FROM TYPICAL?	Y						



CABLE TABULATION

- CABLE NO. 1 5C. NO.6 U.G.B.T.
- CABLE NO. 2 7C. NO.14 U.G.B.T.
- CABLE NO. 3 5C. NO.6 U.G.B.T.
- CABLE NO. 4 7C. NO.14 U.G.B.T.

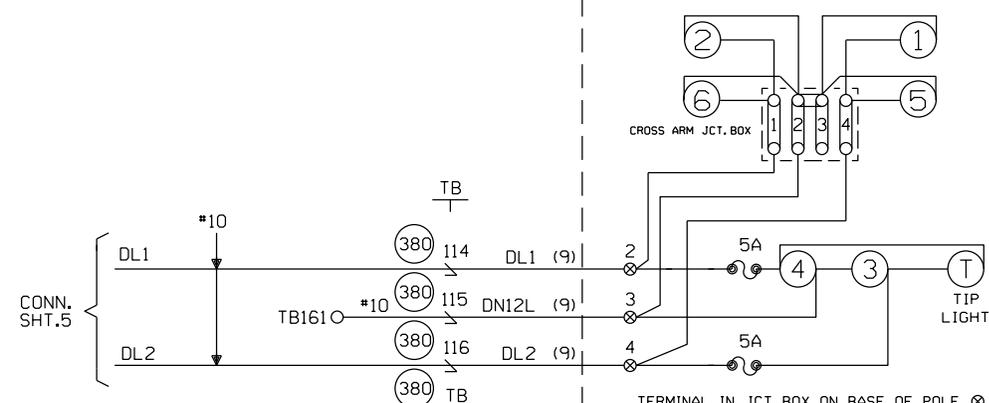
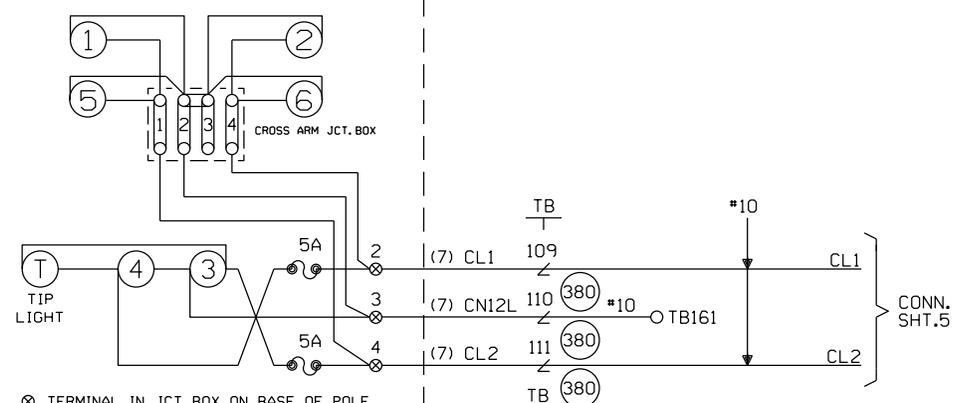
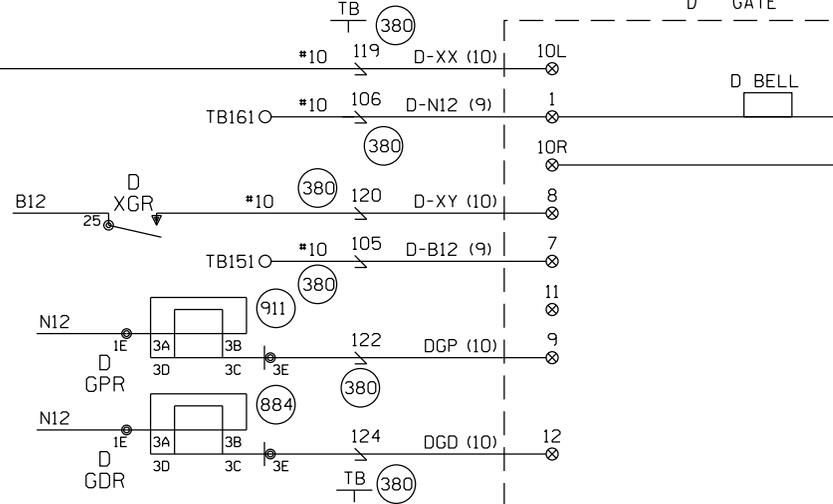
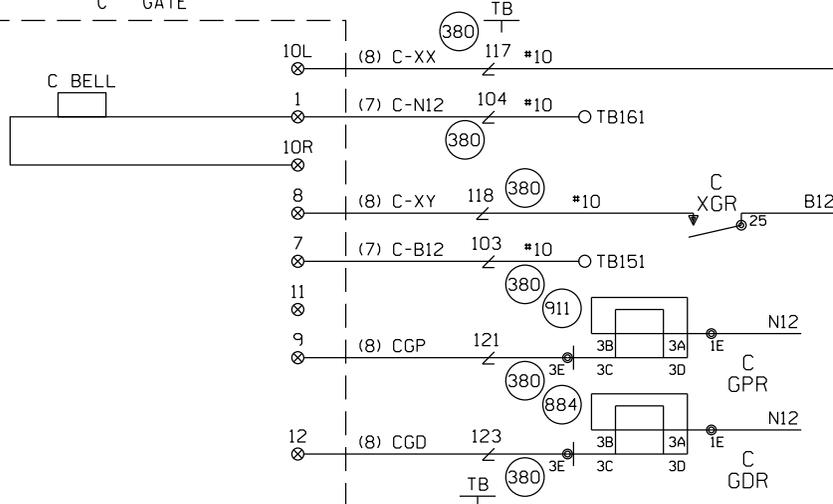
— = IN
 -x-x- = OUT

NEW SHEET

Designed: 6/01/12 TIER 3 PHASE 2 M.P.194.00 TO M.P.177.00 UPGRADE XINGS TO 4 QUAD WITH EGMS, VARIOUS CP'S Rec*: W0* 14052 IS: MWK / NST/MJF	Design: 01/07/15 TIER 3 PHASE 2 M.P.194.00 TO M.P.177.00 HSR SCOPE CHANGE Rec*: W0* 14052 IS: /NST/JVJ	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 03/09/12	UNION PACIFIC RAILROAD SPRINGFIELD, ILLINOIS SAND HILL ROAD SPRINGFIELD SUBDIVISION Office of AVP Engineering - Signal Omaha, Nebraska	Sh.: 5
		O. A. LAST LEVEL CHECKED	DU		Des: NST		DOT 294285A
		LAST LEVEL MOD THIS TYPICAL	DU		Chk: MWK		MP: 180.41
		LAST LEVEL BY DESIGNER	DU		AFE: 14052		ID: CSL18041.5X
CHANGED FROM TYPICAL? REV 01.24.11 4K 2TKEGMS.5		Y					

C GATE

D GATE



⊗ TERMINAL IN JCT. BOX ON BASE OF POLE

⊗ TERMINAL IN JCT. BOX ON BASE OF POLE

CABLE TABULATION
 CABLE NO. 7 5C. NO.6 U.G.B.T.
 CABLE NO. 8 7C. NO.14 U.G.B.T.
 CABLE NO. 9 5C. NO.6 U.G.B.T.
 CABLE NO. 10 7C. NO.14 U.G.B.T.

NEW SHEET

Designed: 6/01/12 TIER 3 PHASE 2 M.P.194.00 TO M.P.177.00 UPGRADE XINGS TO 4 QUAD WITH ECMS, VARIOUS CP'S Rec*: W0*, 14052 IS: MWK/ /NST/MJF	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 03/09/12	UNION PACIFIC RAILROAD SPRINGFIELD, ILLINOIS SAND HILL ROAD SPRINGFIELD SUBDIVISION Office of AVP Engineering - Signal Omaha, Nebraska	Sh.: 6
	D. A. LAST LEVEL CHECKED	DU		Des: NST		DOT 294285A
	LAST LEVEL MOD THIS TYPICAL	DU		Chk: MWK		MP: 180.41
	LAST LEVEL BY DESIGNER	DU		AFE: 14052		ID: CSL18041.6X
CHANGED FROM TYPICAL?	Y	REV 01.24.11 4K 2TKEGMS.6				

