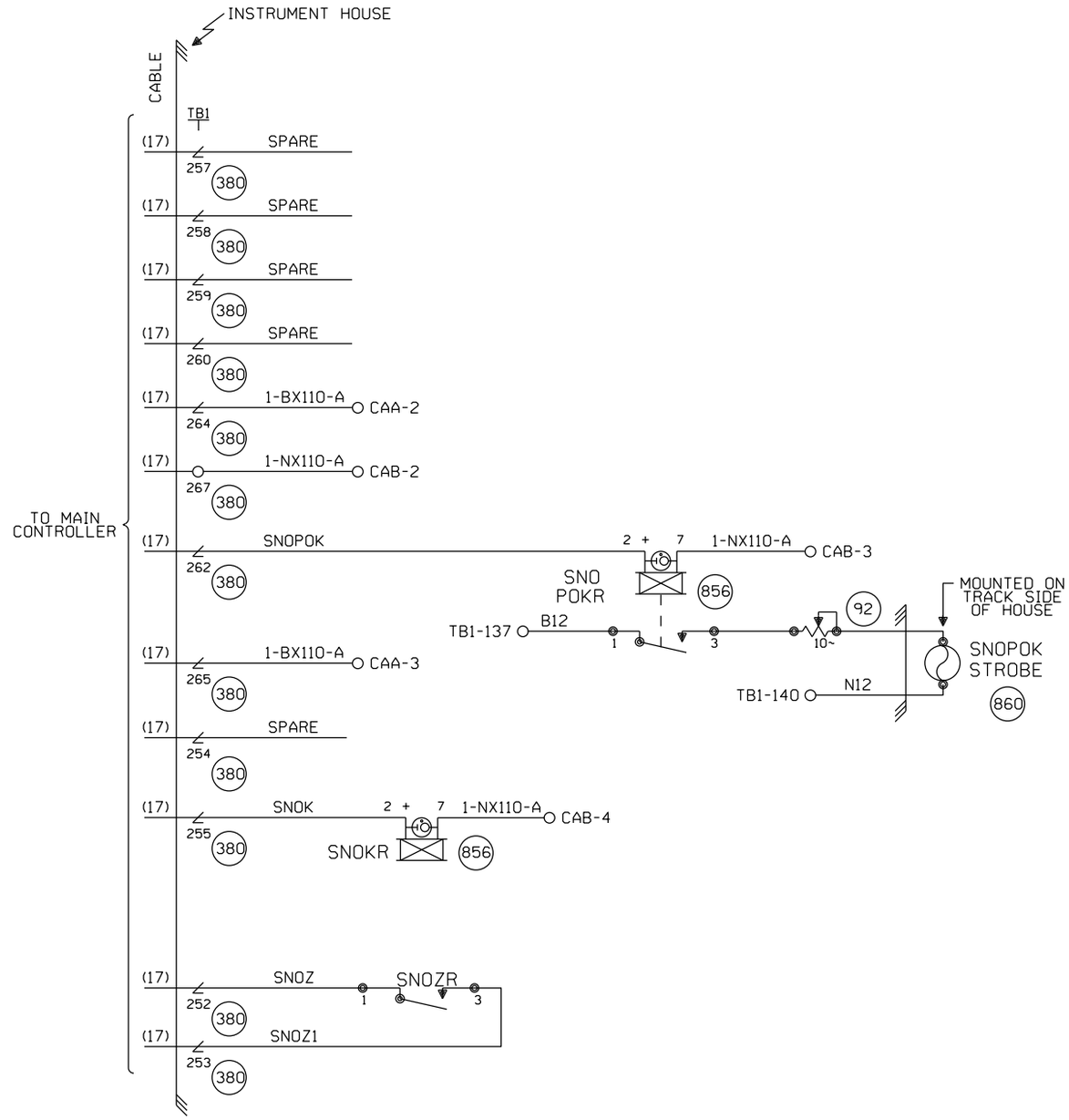


NEW SHEET

					Designed: 09/27/12 TIER IS PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S Rec#: WO#: 10804 IS: NBT/ / /NST/MJF	MODIFICATION LEVEL Q. A. LAST LEVEL CHECKED DU LAST LEVEL MOD THIS TYPICAL DU LAST LEVEL BY DESIGNER DU CHANGED FROM TYPICAL? N REV 07/01/11 M24MUPX0.12	CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 09/27/12 Des: NST Chk: NBT AFE: 10804	UNION PACIFIC RAILROAD CP X252 MICROLOK MAIN SPRINGFIELD SUBDIVISION Office of AVP Engineering - Signal Omaha, Nebraska	Sh.: 10A C.P. X252 MP: 251.85 ID: CSL25185.10AS

MAIN CONTROLLER PANEL

FASTRAX PART# FCM4

CABLE*30
12C.NO.14 U.G.B.T.
TO EXTENSION 1

TB	
78	FULL HEAT
82	REDUCED HEAT
84	24V (SUPPLY)
N	24V (COMMON)
99	EXTENSION 1 ON
63	GROUND SENSOR (COMMON)
64	GROUND SENSOR (SIGNAL)
65	GROUND SENSOR (SUPPLY)
SP	SPARE
SP	SPARE
SP	SPARE
SP	SPARE

CABLE*
12C.NO.14 U.G.B.T.
TO EXTENSION 3
(NOT USED)

TB	
FULL HEAT	78
REDUCED HEAT	82
24V (SUPPLY)	84
24V (COMMON)	N
EXTENSION 3 ON	99
GROUND SENSOR (COMMON)	63
GROUND SENSOR (SIGNAL)	64
GROUND SENSOR (SUPPLY)	65
SPARE	SP
SPARE	SP
SPARE	SP
SPARE	SP

CABLE*36
12C.NO.14 U.G.B.T.
TO EXTENSION 2

TB	
78	FULL HEAT
82	REDUCED HEAT
84	24V (SUPPLY)
N	24V (COMMON)
99	EXTENSION 2 ON
63	GROUND SENSOR (COMMON)
64	GROUND SENSOR (SIGNAL)
65	GROUND SENSOR (SUPPLY)
SP	SPARE
SP	SPARE
SP	SPARE
SP	SPARE

CABLE*
12C.NO.14 U.G.B.T.
TO EXTENSION 4
(NOT USED)

TB	
FULL HEAT	78
REDUCED HEAT	82
24V (SUPPLY)	84
24V (COMMON)	N
EXTENSION 4 ON	99
GROUND SENSOR (COMMON)	63
GROUND SENSOR (SIGNAL)	64
GROUND SENSOR (SUPPLY)	65
SPARE	SP
SPARE	SP
SPARE	SP
SPARE	SP

TB

60	61	62	50	70	211	201	212	202	213	203	214	204	38	39	N	L1	SP	SP	SP	SP	SP
AIR SENSOR (COMMON)	AIR SENSOR (SIGNAL)	AIR SENSOR (SUPPLY)	TO REMOTE START/STOP	FROM REMOTE START/STOP	TO EXTENSION 1 ON	FROM EXTENSION 1 ON	TO EXTENSION 2 ON	FROM EXTENSION 2 ON	TO EXTENSION 3 ON	FROM EXTENSION 3 ON	TO EXTENSION 4 ON	FROM EXTENSION 4 ON	TO MANUAL OFF IND.	FROM MANUAL OFF IND.	NX110	BX110					

*

AIR SENSOR (COMMON) BLACK
AIR SENSOR (SIGNAL) WHITE
AIR SENSOR (SUPPLY) RED

*NOTE: JUMPER SNOK INDICATION BETWEEN TERMINALS 201-212, 202-213, AND 203-214 AS NEEDED FOR NUMBER OF EXTENSIONS ATTACHED TO MAIN UNIT.

CABLE*17
12C.NO.14 U.G.B.T.
TO SIGNAL HOUSE
SEE SHT. 10A

SPARE
SPARE
SPARE
SPARE
SPARE
1-BX110-A
1-NX110-A
MAIN MANUAL SNOPOK
1-BX110-A
SNOK
SNOZ
SNOZ1

NEW SHEET

Designed: 09/27/12
TIER 1S PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S
Rec*: WO*: 10804
IS: NBT/ / /NST/MJF

MODIFICATION LEVEL	
Q. A. LAST LEVEL CHECKED	DU
LAST LEVEL MOD THIS TYPICAL	DU
LAST LEVEL BY DESIGNER	DU
CHANGED FROM TYPICAL?	Y

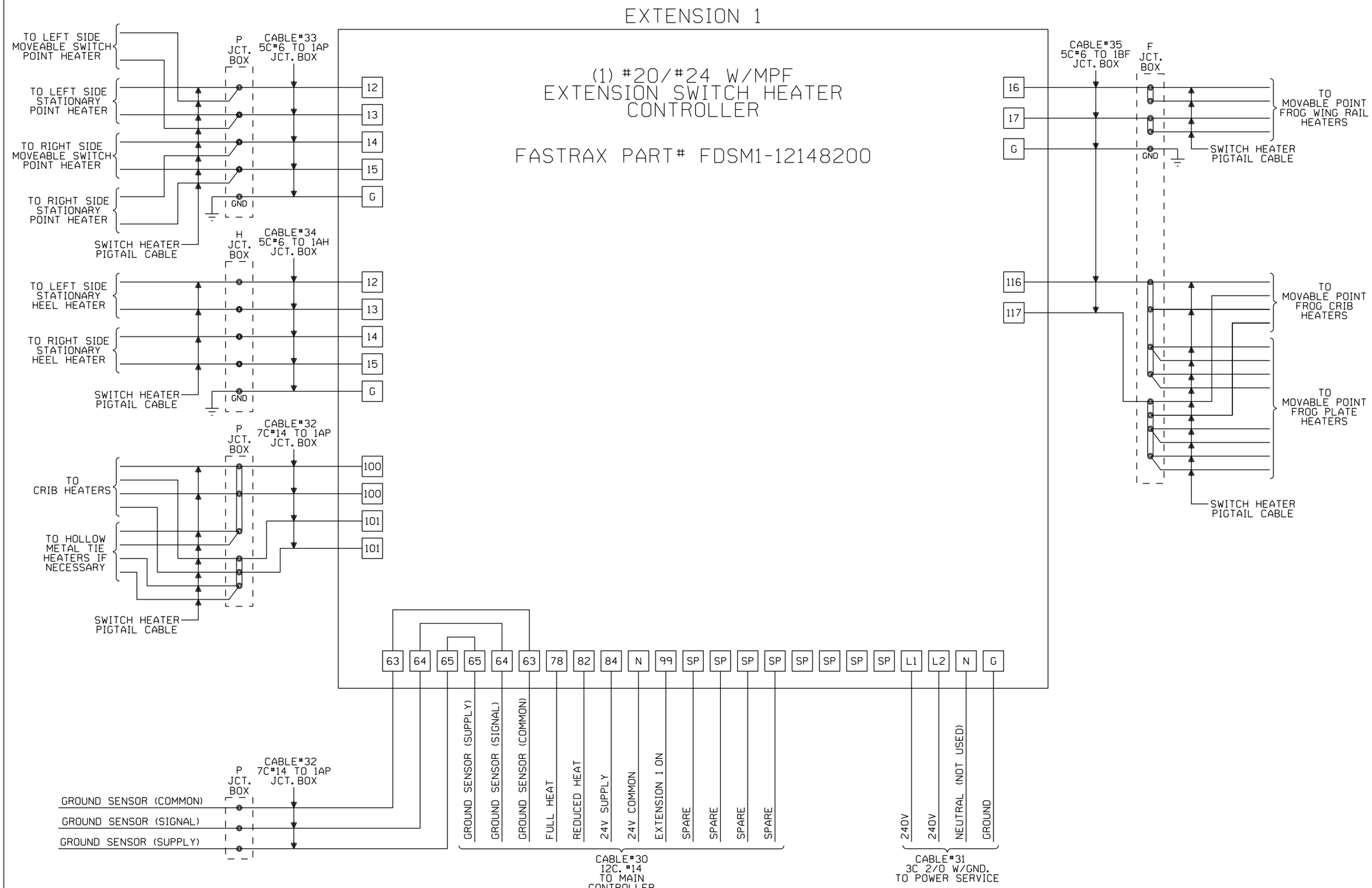
REV 07/01/11 M24MUPX0.12A

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

Date: 09/27/12
Des: NST
Chk: NBT
AFE: 10804

UNION PACIFIC RAILROAD
CP X252
MICROLOK MAIN
SPRINGFIELD SUBDIVISION
Office of AVP Engineering - Signal Omaha, Nebraska

Sh.: 10B
C.P. X252
MP: 251.85
ID: CSL25185.10BS



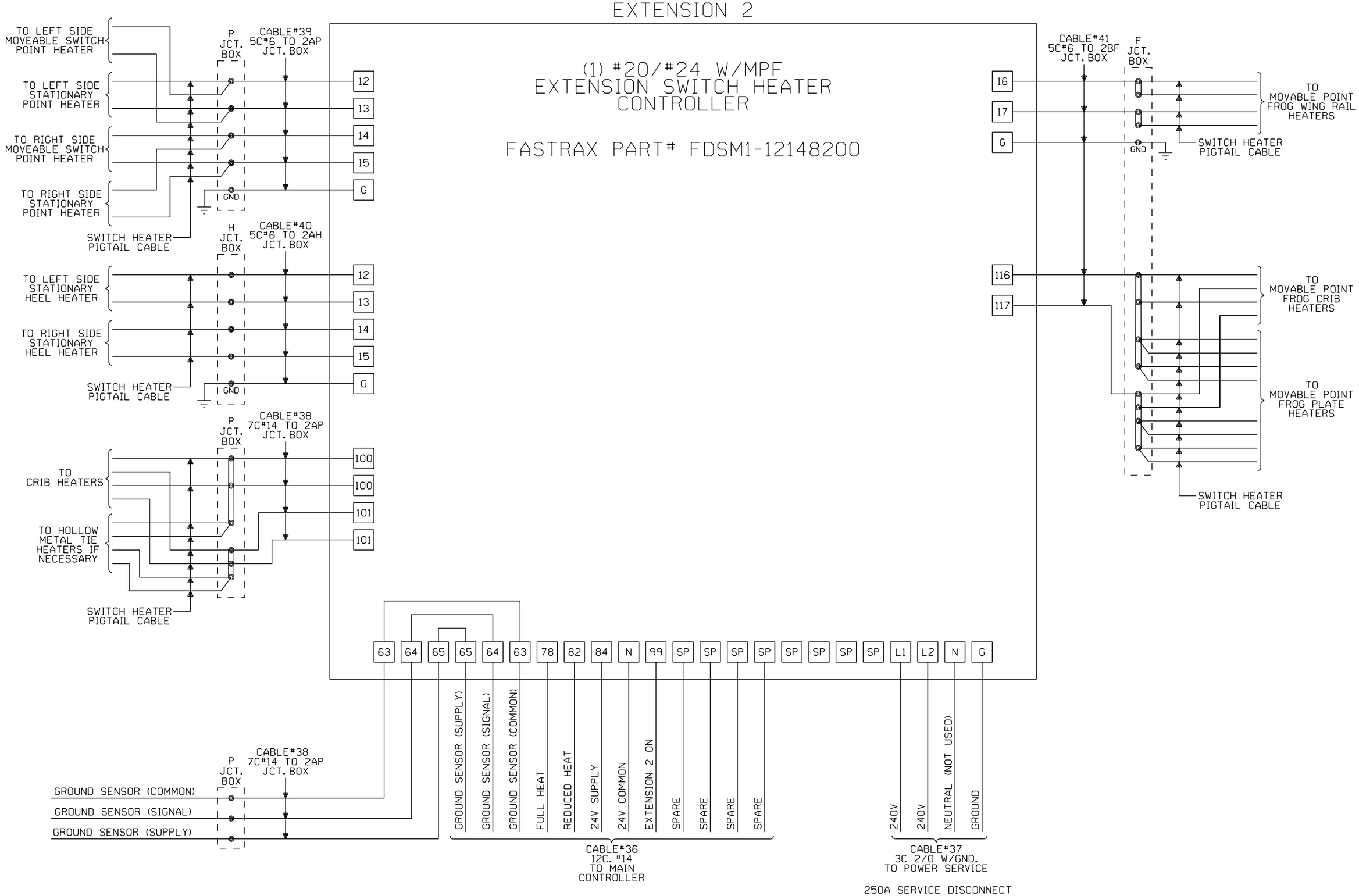
NEW SHEET

					Designed: 09/27/12 TIER 1S PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S Rec*: WO*: 10804 IS: NBT / / / NST/MJF	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 09/27/12	UNION PACIFIC RAILROAD	Sh.: 10C
						Q. A. LAST LEVEL CHECKED	DU		Des: NST	CP X252	C.P. X252
						LAST LEVEL MOD THIS TYPICAL	DU		Chk: NBT	MICROLOK MAIN	MP: 251.85
						LAST LEVEL BY DESIGNER	DU		AFE: 10804	SPRINGFIELD SUBDIVISION	ID: CSL25185.10CS
						CHANGED FROM TYPICAL?	Y			Office of AVP Engineering - Signal Omaha, Nebraska	
						REV 07/01/11 M24MUPX0.12B					

EXTENSION 2

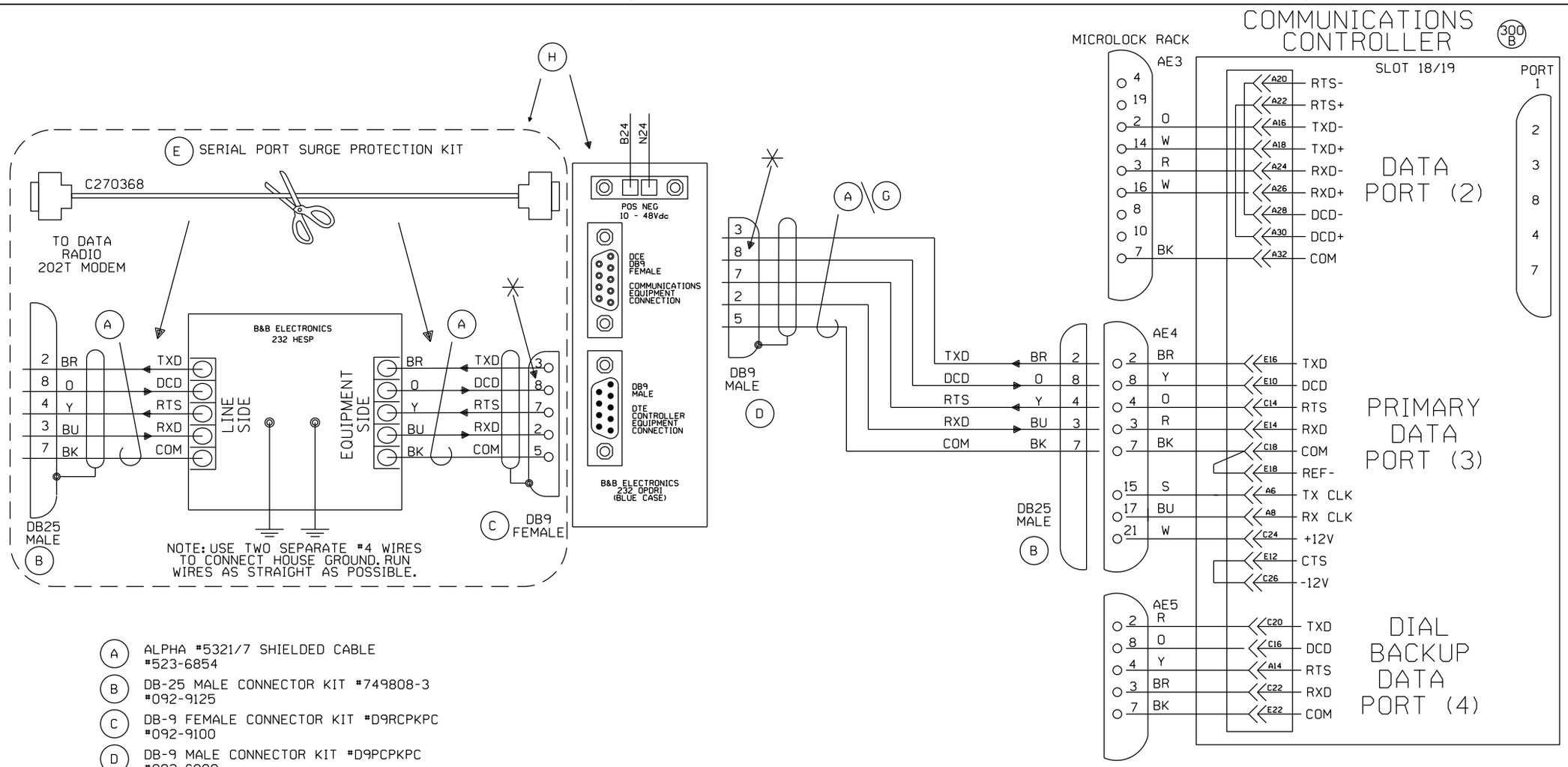
(1) #20/#24 W/MPF
EXTENSION SWITCH HEATER
CONTROLLER

FASTRAX PART# FDSM1-12148200



NEW SHEET

					Designed: 09/27/12 TIER 1S PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S Rec*: WO*: 10804 IS: NBT / NST/MJF	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 09/27/12	UNION PACIFIC RAILROAD	Sh.: 10D
						Q. A. LAST LEVEL CHECKED	DU		Des: NST	CP X252	C.P. X252
						LAST LEVEL MOD THIS TYPICAL	DU		Chk: NBT	MICROLOK MAIN	MP: 251.85
						LAST LEVEL BY DESIGNER	DU		AFE: 10804	SPRINGFIELD SUBDIVISION	ID: CSL25185.10DS
						CHANGED FROM TYPICAL?	Y			Office of AVP Engineering - Signal Omaha, Nebraska	
						REV 07/01/11 M24MUPX0.12C					



(A) ALPHA #5321/7 SHIELDED CABLE #523-6854

(B) DB-25 MALE CONNECTOR KIT #749808-3 #092-9125

(C) DB-9 FEMALE CONNECTOR KIT #D9RCPKPC #092-9100

(D) DB-9 MALE CONNECTOR KIT #D9PCPKPC #092-6000

(E) SERIAL PORT SURGE PROTECTION KIT, 202T TYPE (DB25) NON-STOCK, PART # 232SPK1, ELECTRONIC SUPPLY CO.

(G) CUSTOM RS232 CABLE, B&B OPTOISOLATOR TO MICROLOK (20') PART # C270370-20, ELECTRONIC SUPPLY CO. STORE STOCK # 099-0191

(H) SERIAL PORT SURGE PROTECTION AND ISOLATION KIT FOR DB25 TYPE CONNECTOR, ELECTRONIC SUPPLY CO. PART # ES-OPSP1, STORE STOCK # 520-0112

CP X252
ADDRESS=

	BYTE NOS.		BIT ASSIGNMENT															
			EVEN BYTE								ODD BYTE							
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
CTRL	1	2	1 NWZ	1 RWZ	2 NWZ	2 RWZ	1E(N) BLZ	W(S) BLZ	2E(N) BLZ	W(S)EA BLZ	E(N) GZ	W(S) GZ	CO GZ	SPARE	SPARE	SNOZ	MCZ	TESTZ
IND	1	2	1 NWK	1 RWK	2 NWK	2 RWK	1E(N) BLK	W(S) BLK	2E(N) BLK	W(S)EA BLK	E(N) GK	W(S) GK	1 TK	1E(N) TK	W(S) TK	2E(N) TK	W(S)EA TK	1E(N) AK
IND	3	4	W(S) AK	2E(N) AK	SPARE	SPARE	SPARE	SPARE	SPARE	SPARE	GENK	BKUP	LOPK	CARD ST	SW CURR	SNOK	POK	TESTK

*** CABLE MUST BE CUT ***
CUT CABLE TO LENGTH AND CRIMP ON SPADE TERMINALS. THIS CABLE IS ORDERED WITH THE SHIELDING ATTACHED TO BOTH ENDS AND IS ALSO USING A NON-STANDARD PINOUT CONFIGURATION. DO NOT ATTACH SHIELDING TO SURGE PROTECTOR

*** NON-STANDARD RS-232 PIN CONFIGURATION ***
PIN 8 ON THE DB9 CONNECTORS (NORMALLY USED FOR CTS) IS BEING USED FOR DCD SIGNAL BECAUSE OPTOISOLATOR DOES NOT PROVIDE ISOLATION PROTECTION TO PIN 1.

NEW SHEET

Designed: 09/27/12
TIER IS PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S
Rec*: WO*: 10804
IS: NBT / / NST/MJF

MODIFICATION LEVEL	
Q. A. LAST LEVEL CHECKED	DU
LAST LEVEL MOD THIS TYPICAL	DU
LAST LEVEL BY DESIGNER	DU
CHANGED FROM TYPICAL?	Y

REV 05/16/13 MCROCOMMS.DGN

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

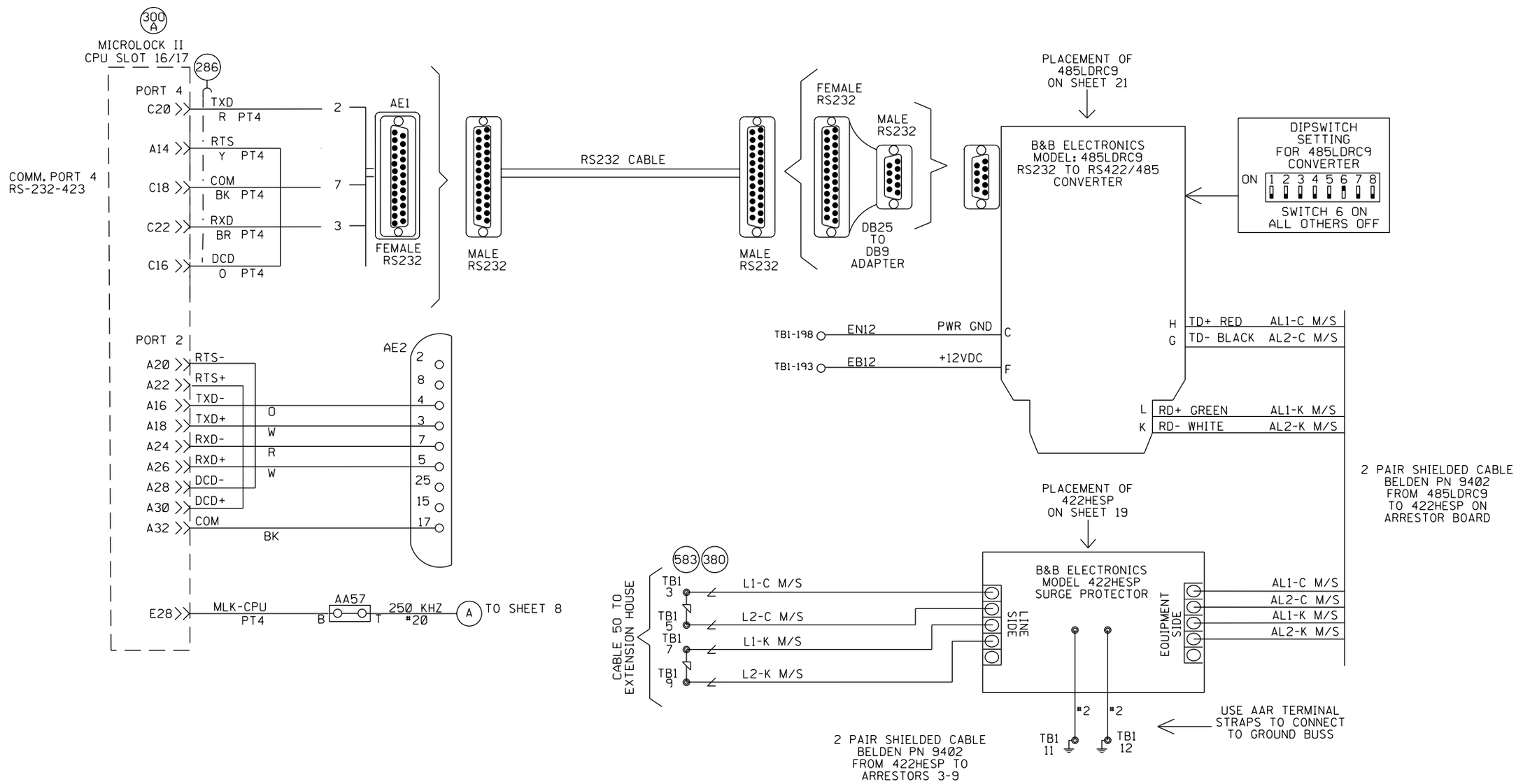
Date: 09/27/12
Des: NST
Chk: NBT
AFE: 10804

UNION PACIFIC RAILROAD
CP X252
MICROLOK MAIN
SPRINGFIELD SUBDIVISION
Office of AVP Engineering - Signal Omaha, Nebraska

Sh.: 11
C.P.: X252
MP: 251.85
ID: CSL25185.11S

WIRE CONNECTIONS FROM CONVERTER TO CONVERTER

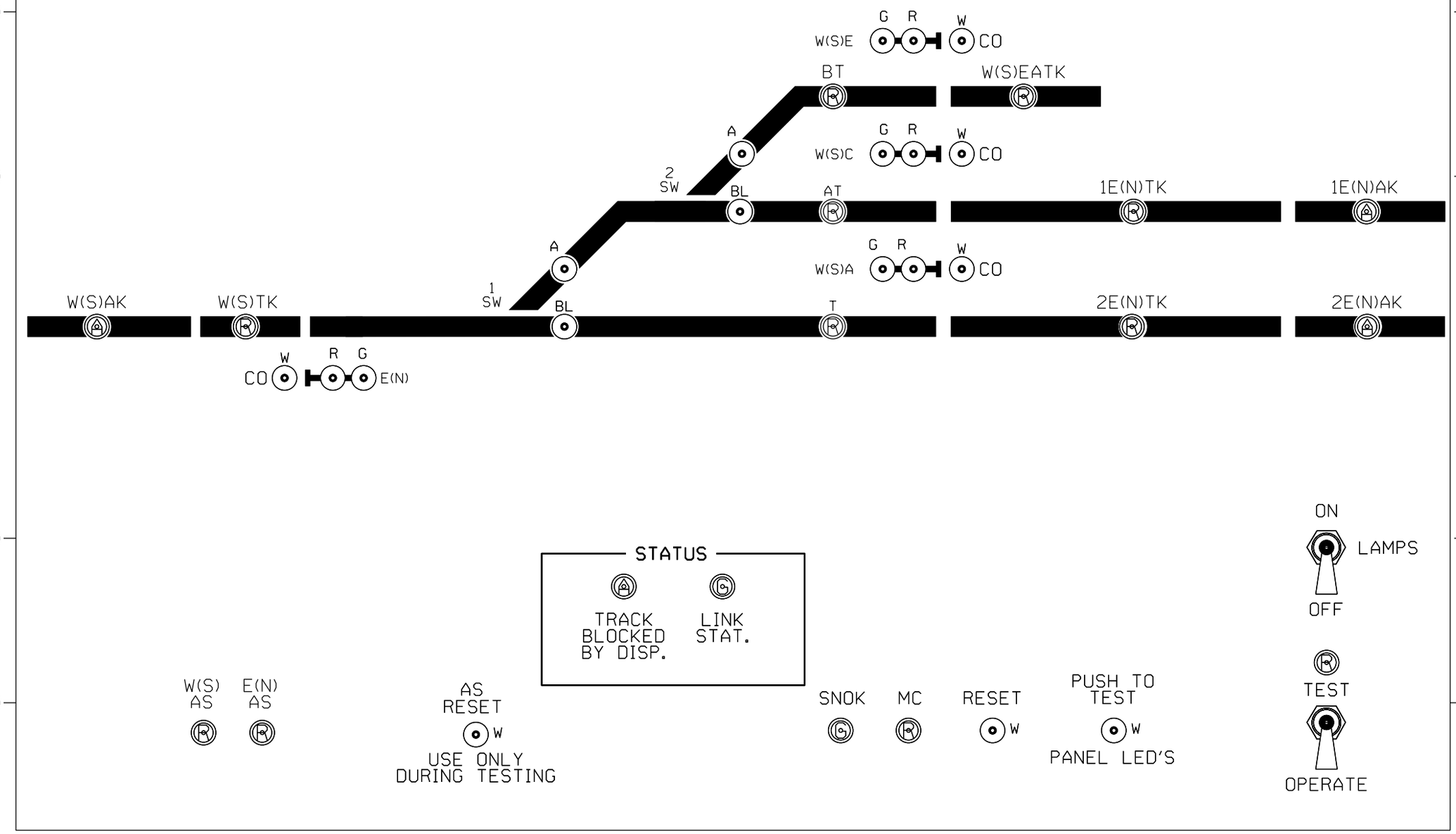
MAIN		EXTENSION
TD+, TERMINAL H	--->	RD+, TERMINAL L
TD-, TERMINAL G	--->	RD-, TERMINAL K
RD+, TERMINAL L	<---	TD-, TERMINAL H
RD-, TERMINAL K	<---	TD-, TERMINAL G



NEW SHEET

					Designed: 09/27/12 TIER IS PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S Rec#: WO#: 10804 IS: NBT / NST/MJF	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 09/27/12	UNION PACIFIC RAILROAD	Sh.: 12
						Q. A. LAST LEVEL CHECKED	DU		Des: NST	CP X252	C.P. X252
						LAST LEVEL MOD THIS TYPICAL	DU		Chk: NBT	MICROLOK MAIN	MP: 251.85
						LAST LEVEL BY DESIGNER	DU		AFE: 10804	SPRINGFIELD SUBDIVISION	ID: CSL25185.12S
						CHANGED FROM TYPICAL?	Y			Office of AVP Engineering - Signal Omaha, Nebraska	

REV 07/01/11 M24MUPX0.14



"AS" INDICATIOR LIGHTS - ON IF NO TIME RUNNING
OFF IF SIGNAL CLEAR
FLASHING IF IN TIME.

APR LIGHTS - CODE 5 INDICATOR LIGHTS.
TRK LIGHTS - CODE 1 TRACK LIGHTS.
FLASHING TRACK LIGHTS - TRACK BLOCK BY DISPATCHER.
PUSH TO TEST PUST BUTTON - WHITE CAP NO LED.
REVERSE SWITCH PUSH BUTTON - AMBER LENS CAP WITH WHITE LED.
RESET PUSH BUTTON - WHITE CAP NO LED.
AS RESET BUTTON - WHITE CAP NO LED

= LED
= PUSH BUTTON

NEW SHEET

Designed: 09/27/12
TIER IS PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S
Rec*: WO*: 10804
IS: NBT / / / NST/MJF

MODIFICATION LEVEL	
O. A. LAST LEVEL CHECKED	DQ
LAST LEVEL MOD THIS TYPICAL	DQ
LAST LEVEL BY DESIGNER	DU
CHANGED FROM TYPICAL?	Y

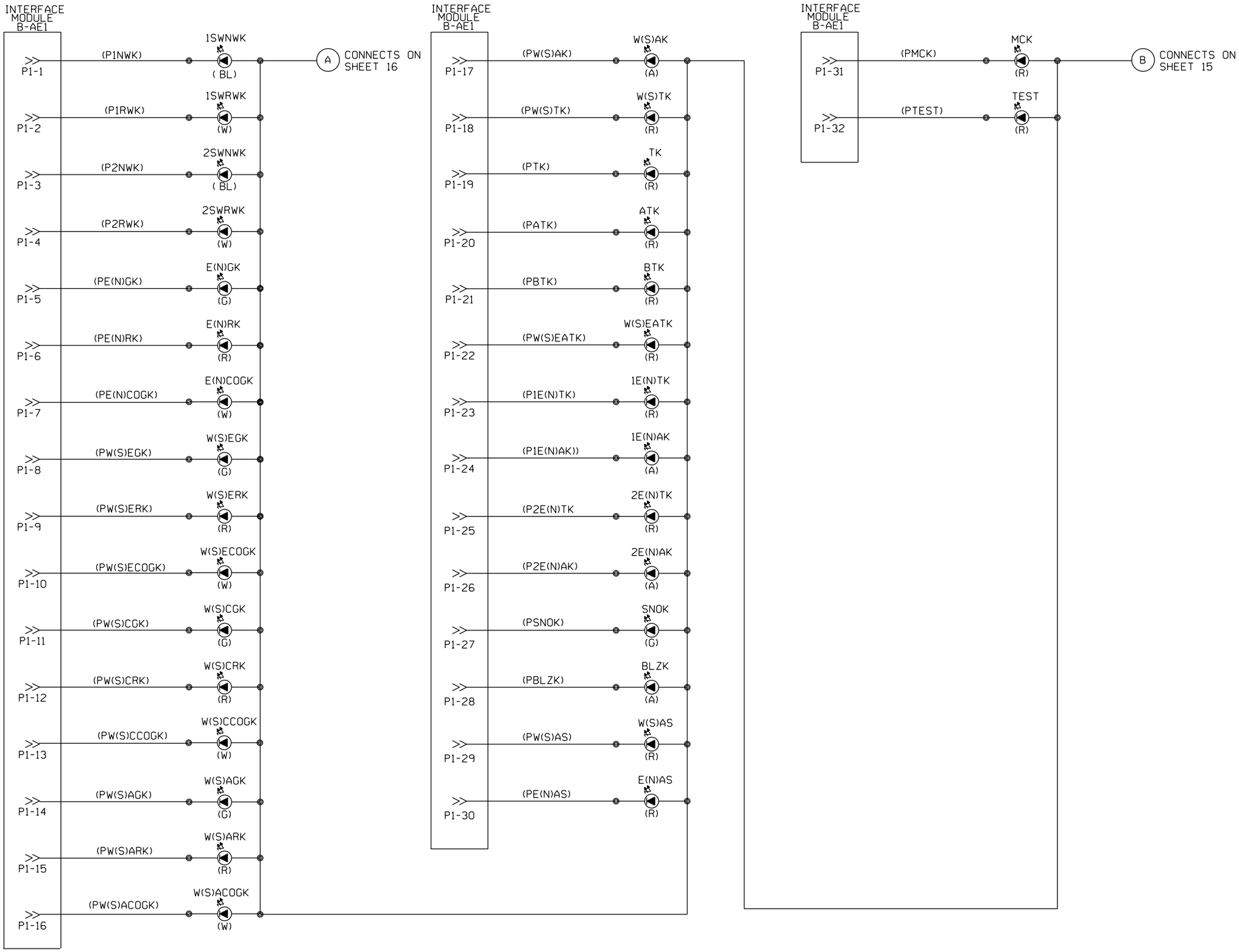
REV 02/01/08 M24UPXONC.15

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

Date: 09/27/12
Des: NST
Chk: NBT
AFE: 10804

UNION PACIFIC RAILROAD
CP X252
MICROLOK MAIN
SPRINGFIELD SUBDIVISION
Office of AVP Engineering - Signal Omaha, Nebraska

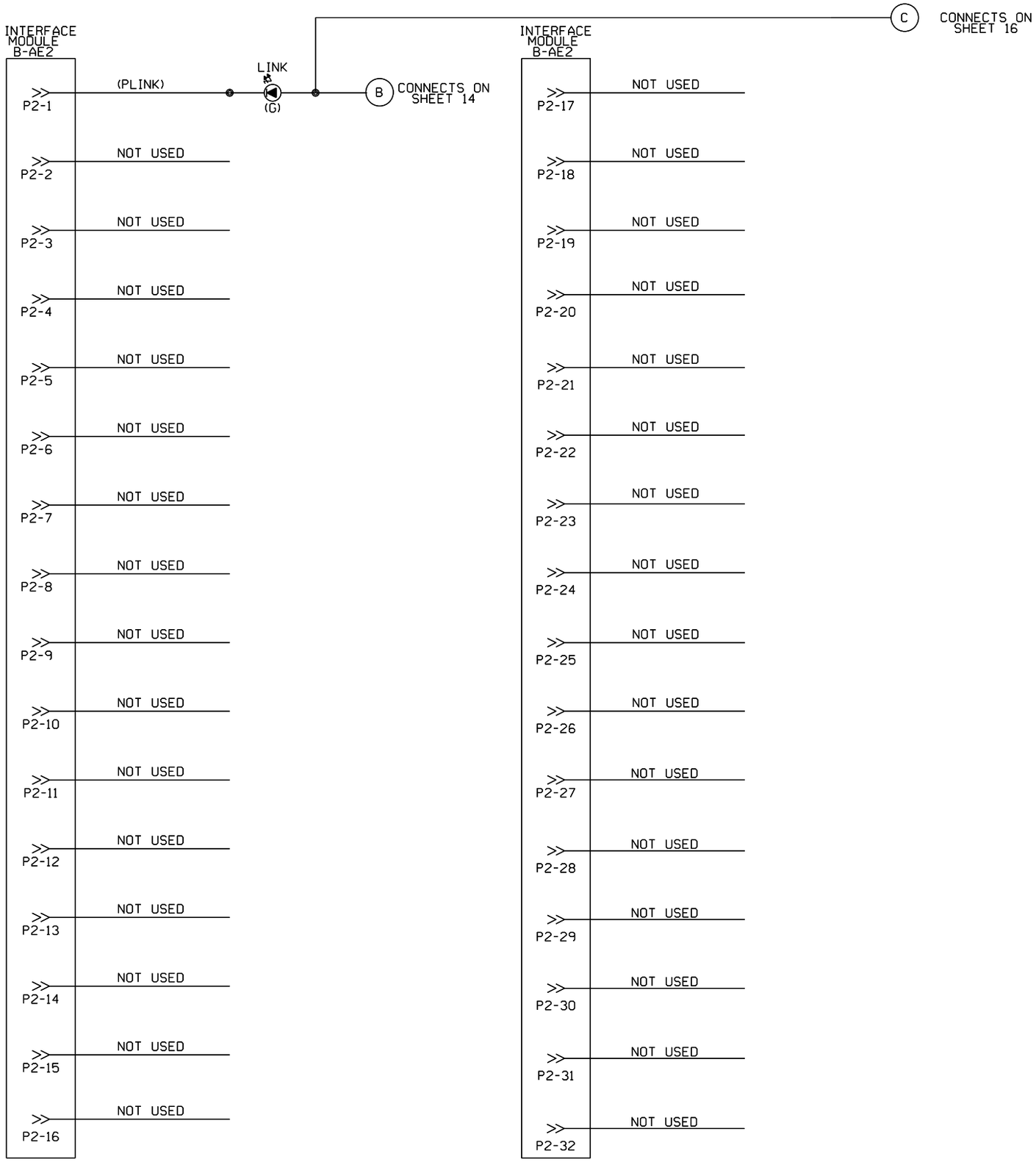
Sh.: 13
C.P. X252
MP: 251.85
ID: CSL25185.13S



NEW SHEET

					Designed: 09/27/12 TIER IS PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S Rec*: WO*: 10804 IS: NBT / / NST/MJF	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 09/27/12	UNION PACIFIC RAILROAD	Sh.: 14
						Q.A. LAST LEVEL CHK'D.	DL		Des: NST	CP X252	C.P. X252
						LAST LEVEL MOD. THIS TYP.	DL		Chk: NBT	MICROLOK MAIN	MP: 251.85
						LAST LEVEL BY DESIGNER.	DU		AFE: 10804	SPRINGFIELD SUBDIVISION	ID: CSL25185.14S
						CHANGED FROM TYP.? Y/N	Y			Office of AVP Engineering - Signal Omaha, Nebraska	

(REV. 10/14/94)(WEDBLTK.8)



NEW SHEET

Designed: 09/27/12

TIER IS PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S

Rec#: WO#: 10804

IS: NBT / / / NST/MJF

MODIFICATION LEVEL	
Q.A. LAST LEVEL CHK'D.	DU
LAST LEVEL MOD. THIS TYP.	DU
LAST LEVEL BY DESIGNER.	DU
CHANGED FROM TYP.? Y/N	Y

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

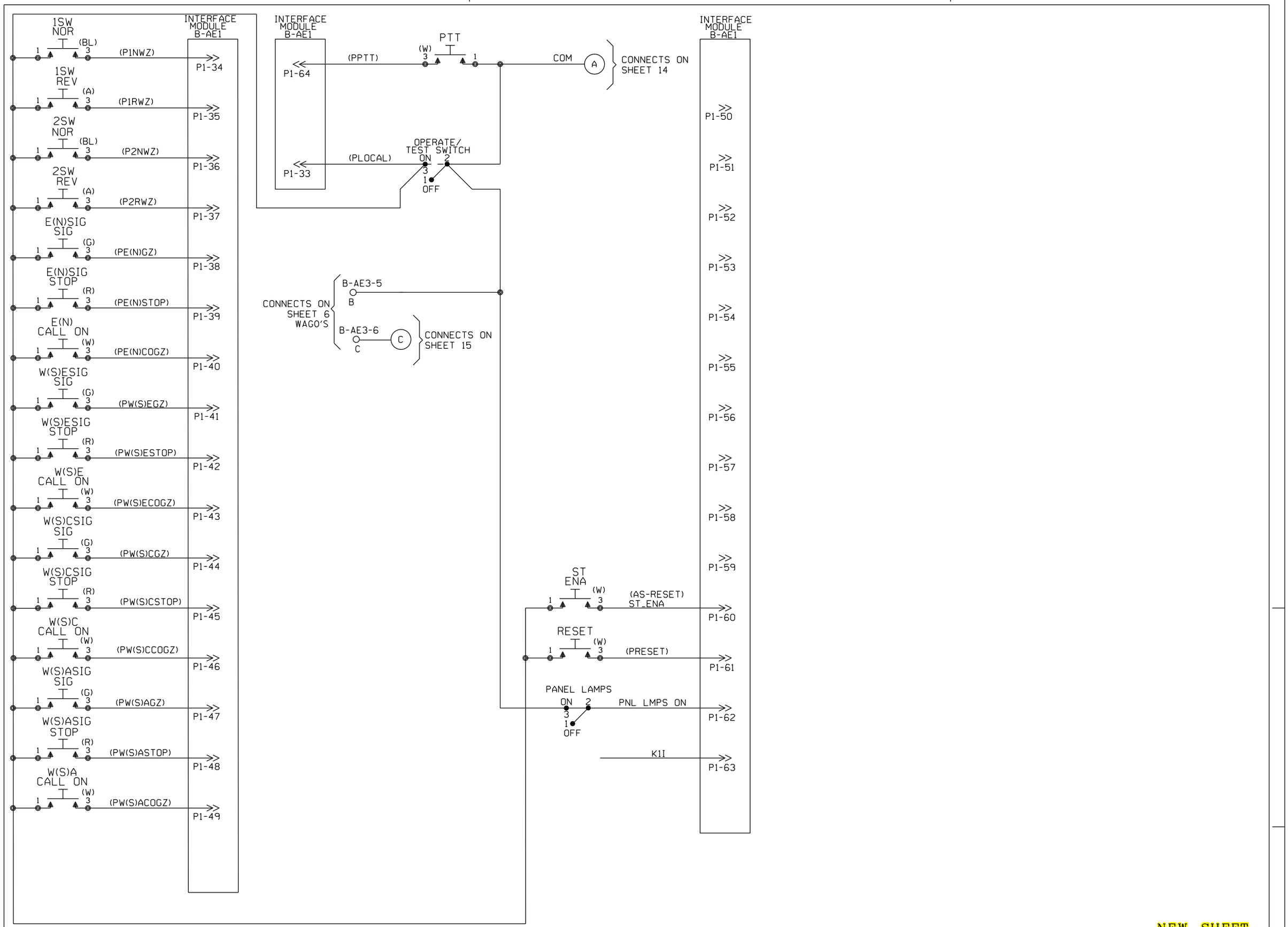
Date: 09/27/12
Des: NST
Chk: NBT
AFE: 10804

UNION PACIFIC RAILROAD

CP X252
MICROLOK MAIN
SPRINGFIELD SUBDIVISION

Office of AVP Engineering - Signal — Omaha, Nebraska

Sh.: 15
C.P. X252
MP: 251.85
ID: CSL25185.15S



NEW SHEET

Designed: 09/27/12

TIER IS PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S

Rec*: WO*: 10804
IS: NBT / / NST/MJF

MODIFICATION LEVEL	
Q.A. LAST LEVEL CHK'D.	DL
LAST LEVEL MOD. THIS TYP.	DL
LAST LEVEL BY DESIGNER.	DU
CHANGED FROM TYP.? Y/N	Y

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

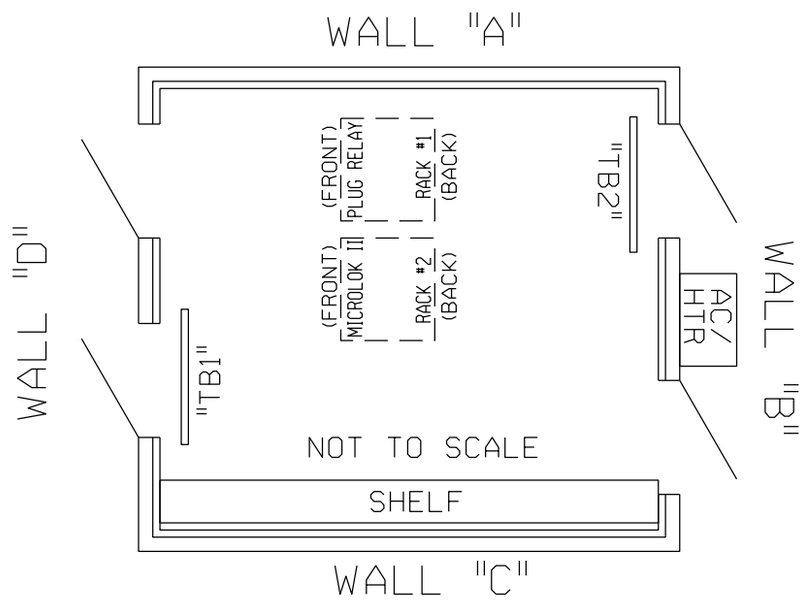
Date: 09/27/12
Des: NST
Chk: NBT
AFE: 10804

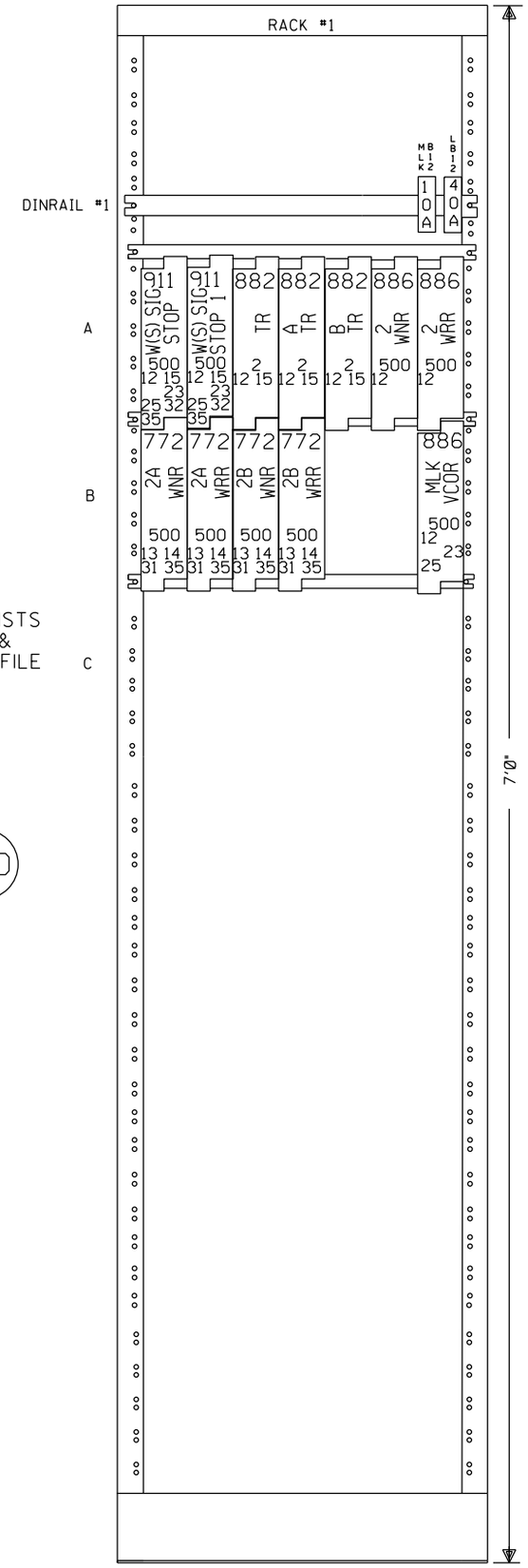
UNION PACIFIC RAILROAD

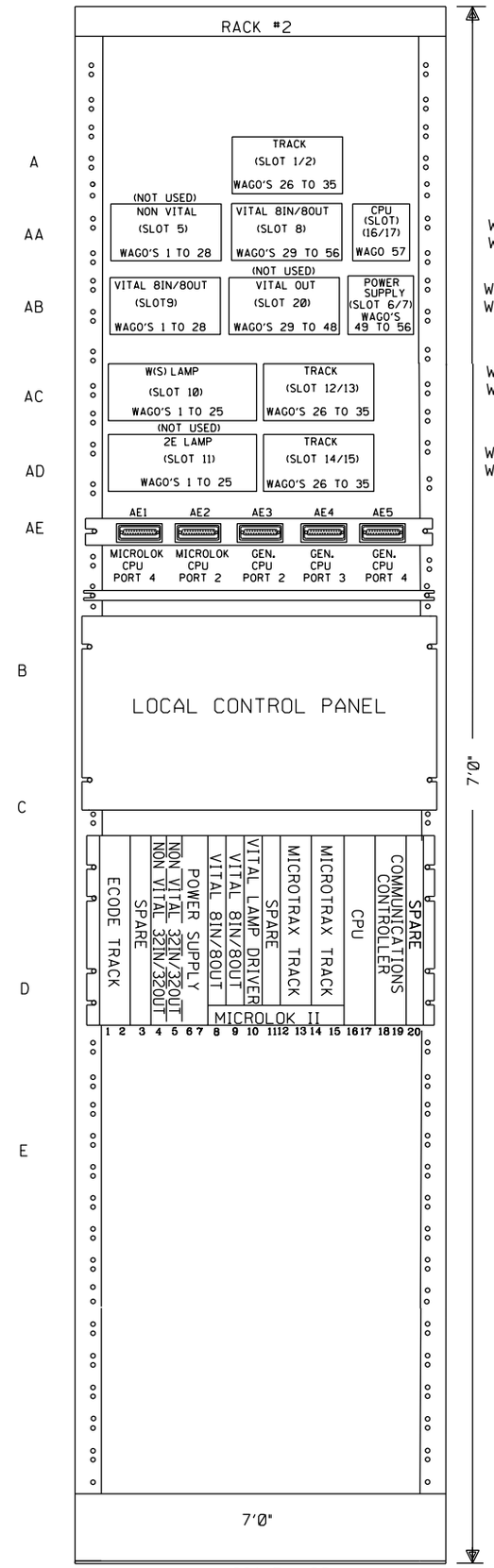
CP X252
MICROLOK MAIN
SPRINGFIELD SUBDIVISION

Office of AVP Engineering - Signal Omaha, Nebraska

Sh.: 16
C.P. X252
MP: 251.85
ID: CSL25185.16S







WAGO STRIPS WILL ACCEPT #12 WIRE

WAGO STRIPS WILL ACCEPT #12 WIRE

WAGO STRIPS WILL ACCEPT #10 WIRE

WAGO STRIPS WILL ACCEPT #10 WIRE

F20 MCA

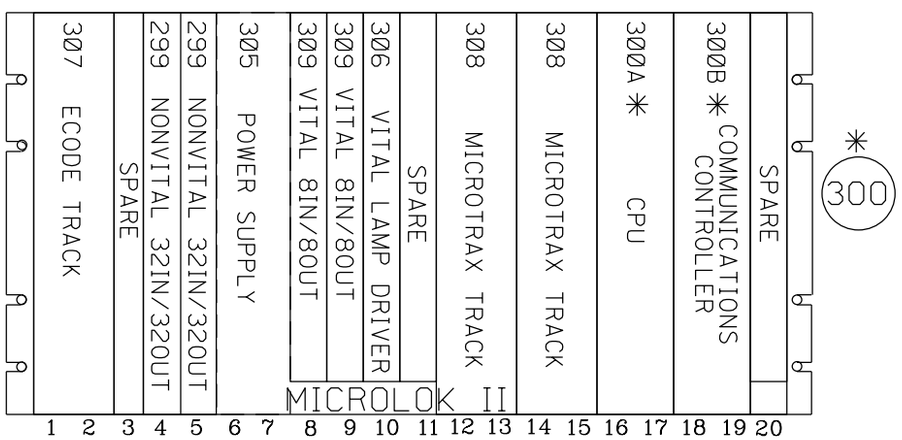
SONALERT MOUNT SONALERT INSIDE RACK RAIL IF USED

P-1 B-AE-1 | B-AE-3 WAGO'S 1-13 | P-2 B-AE-2

MOUNTED ON BACK OF RACK

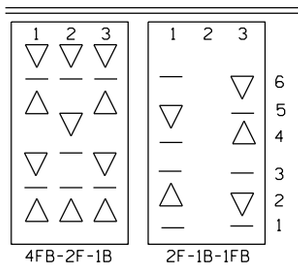
MICROLOK II MASTER

✳ TAB 300 CONSISTS OF CPU, CC, & MICROLOK CARDFILE



✳ 300

TYPICAL CONTACT CONFIGURATIONS FOR PLUG-IN RELAYS

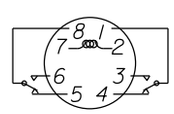


LEGEND

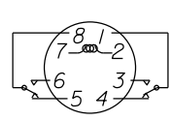
— = CONTACT HEEL

▽ = CONTACT FRONT

△ = CONTACT BACK



AMPERITE 12DP.1-60C
REAR VIEW



POTTTER & BRUMFIELD
REAR VIEW

NEW SHEET

Designed: 09/27/12
TIER 1S PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S
Rec*: WO*: 10804
1S: NBT/ /NST/MJF
REV 07/01/11 M24MUPX0.16NV32

MODIFICATION LEVEL	
Q.A. LAST LEVEL CHECKED	DU
LAST LEVEL MOD THIS TYPICAL	DU
LAST LEVEL BY DESIGNER	DU
CHANGED FROM TYPICAL?	Y

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

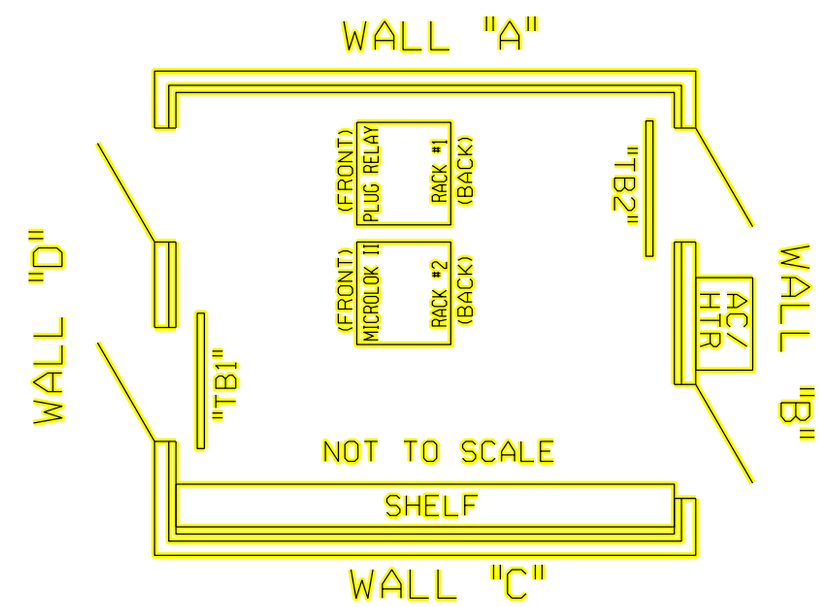
Date: 09/27/12
Des: NST
Chk: NBT
AFE: 10804

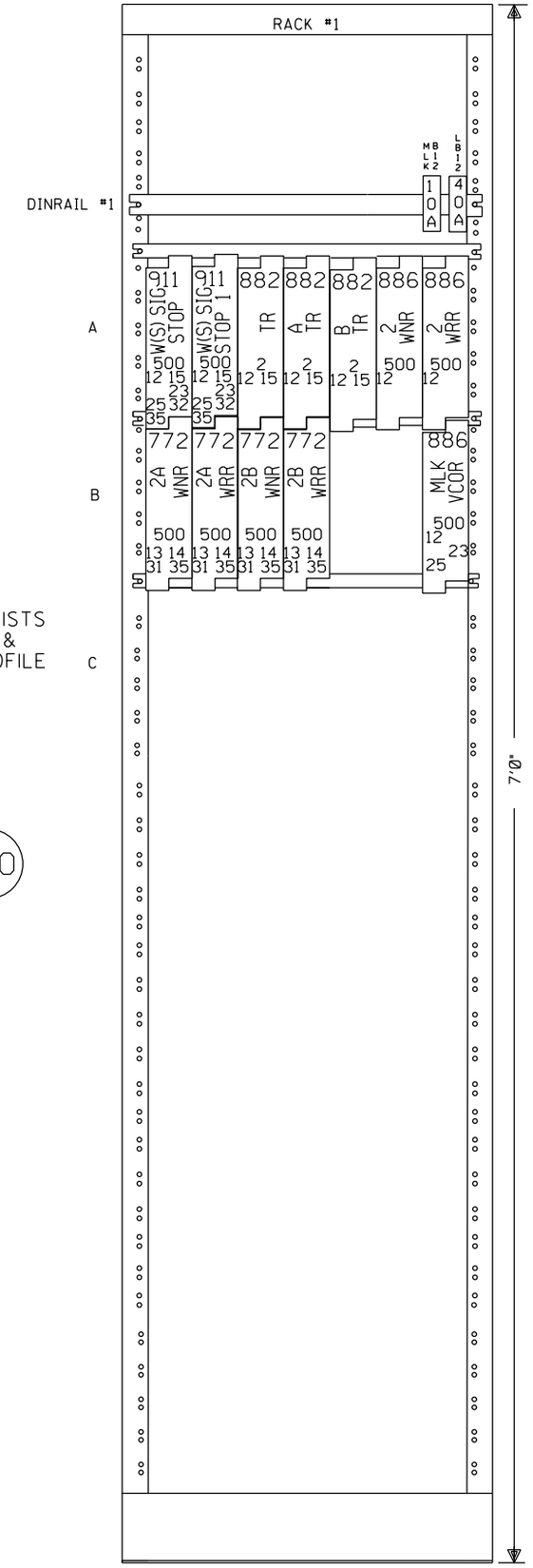
UNION PACIFIC RAILROAD

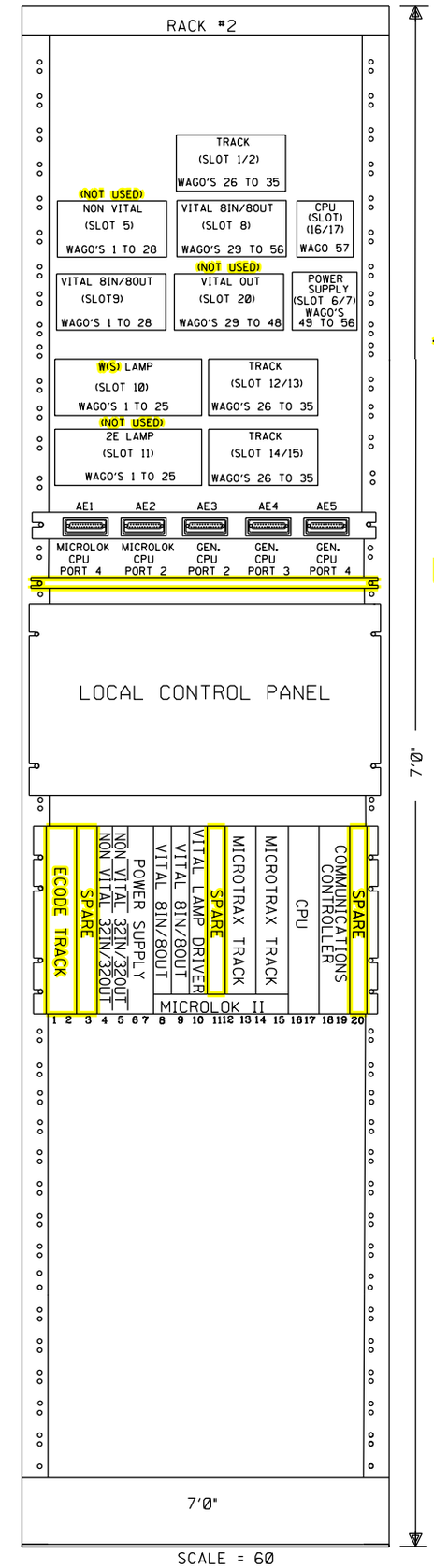
CP X252
MICROLOK MAIN
SPRINGFIELD SUBDIVISION

Office of AVP Engineering - Signal — Omaha, Nebraska

Sh.: 17
C.P. X252
MP: 251.85
ID: CSL25185.17S







WAGO STRIPS WILL ACCEPT #12 WIRE

WAGO STRIPS WILL ACCEPT #12 WIRE

F20 MCA

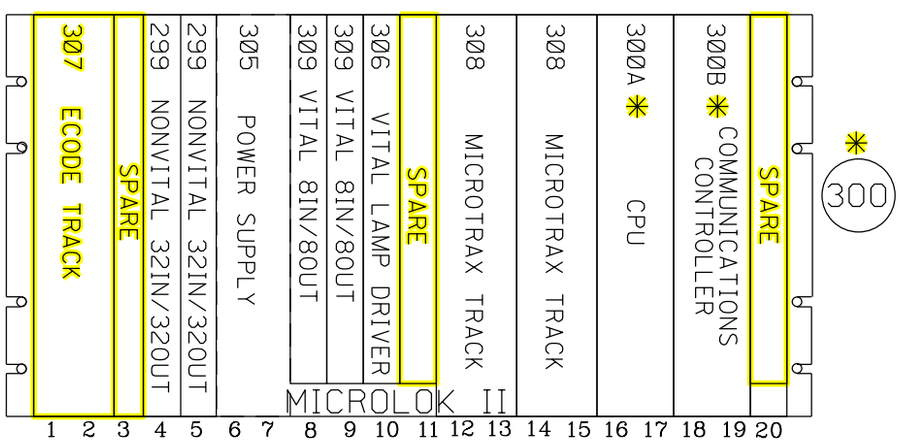
SONALERT MOUNT SONALERT INSIDE RACK RAIL IF USED

WAGO STRIPS WILL ACCEPT #10 WIRE

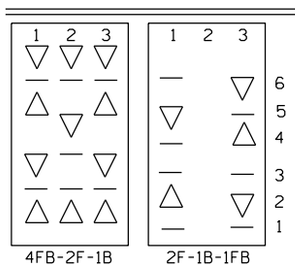
WAGO STRIPS WILL ACCEPT #10 WIRE

MICROLOK II MAIN

✱ TAB 300 CONSISTS OF CPU, CC, & MICROLOK CARDFILE



TYPICAL CONTACT CONFIGURATIONS FOR PLUG-IN RELAYS



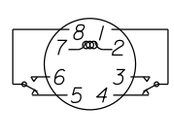
NOTE:
ORDER THE FOLLOWING:
1-ECODE TRACK CARD (TAB 307)

LEGEND

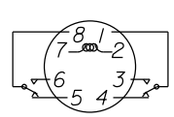
— = CONTACT HEEL

▽ = CONTACT FRONT

△ = CONTACT BACK



AMPERITE
12DP.J-60C
REAR VIEW



POTTTER & BRUMFIELD
REAR VIEW

NOTE:
TEMPORARY SHEET TO BE VOIDED UPON WIRING SHOP CHANGES.

——— = IN

TEMPORARY

Designed: 09/27/12

TIER 1S PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S

Rec*: WO*: 10804
1S: NBT/ / / NST/MJF

MODIFICATION LEVEL	
O. A. LAST LEVEL CHECKED	DU
LAST LEVEL MOD THIS TYPICAL	DU
LAST LEVEL BY DESIGNER	DU
CHANGED FROM TYPICAL?	Y

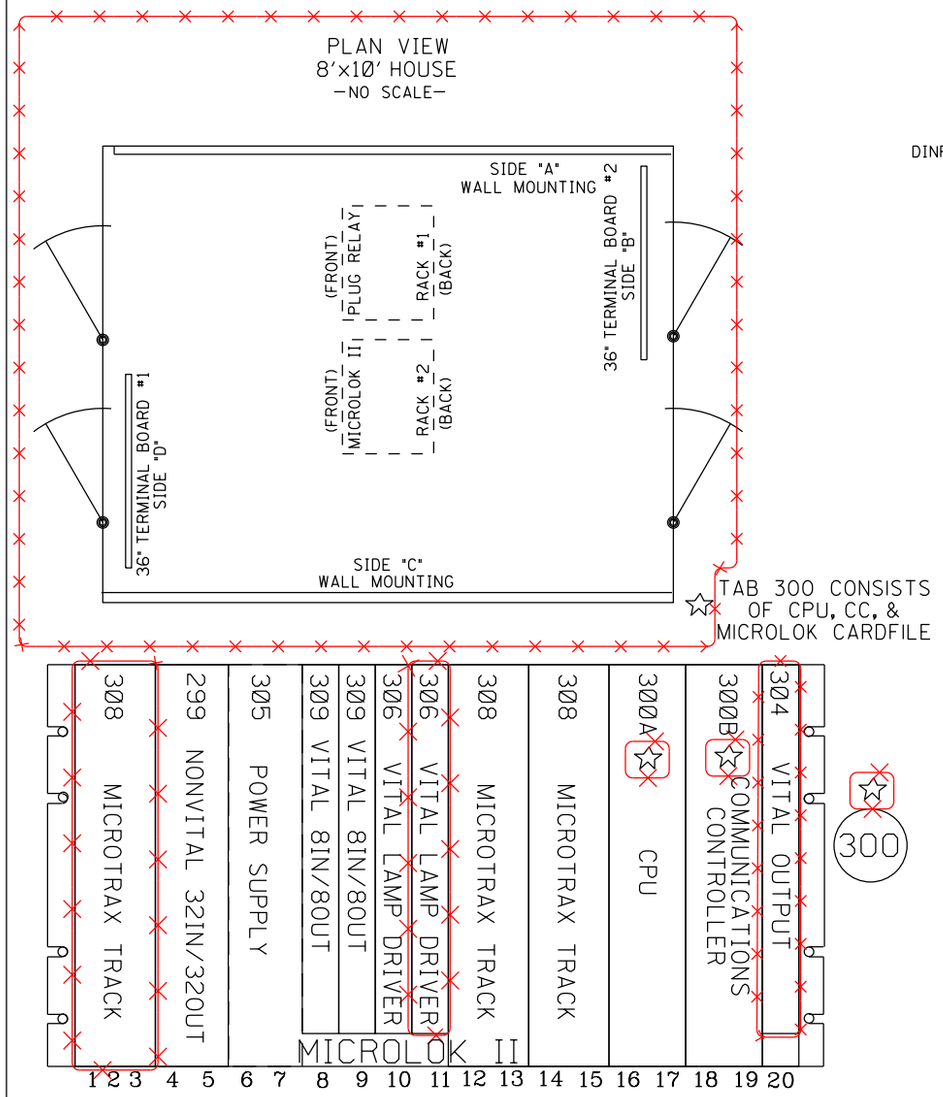
REV 07/01/11 M24MUPX0.16NV32

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

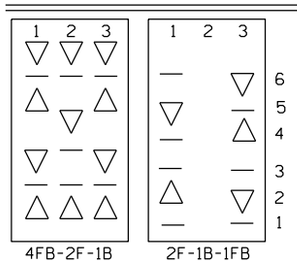
Date: 09/27/12
Des: NST
Chk: NBT
AFE: 10804

UNION PACIFIC RAILROAD
CP X252
MICROLOK MAIN
SPRINGFIELD SUBDIVISION
Office of AVP Engineering - Signal Omaha, Nebraska

Sh.: 17TI
C.P. X252
MP: 251.85
ID: CSL25185.17TIS



TYPICAL CONTACT CONFIGURATIONS
FOR PLUG-IN RELAYS

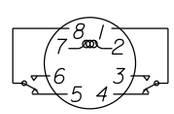


LEGEND

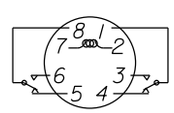
— = CONTACT HEEL

▽ = CONTACT FRONT

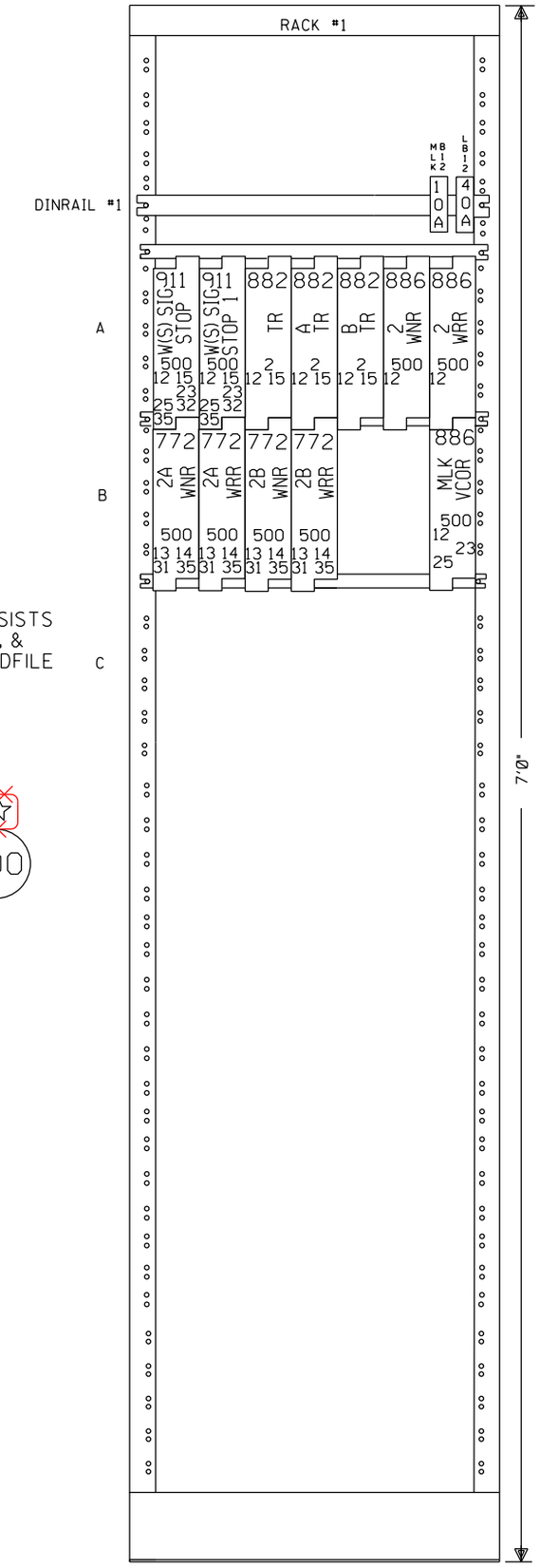
△ = CONTACT BACK

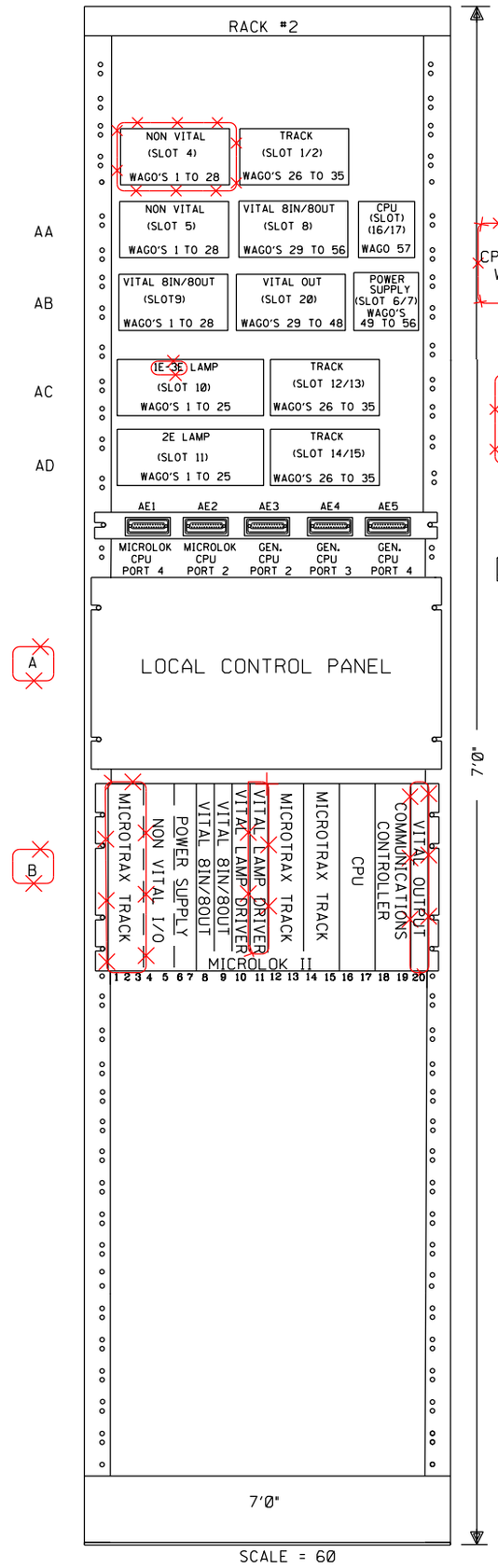


AMPERITE
I2DPJ-60C
REAR VIEW



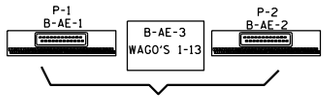
POTTTER &
BRUMFIELD
REAR VIEW





VITAL, NON VITAL
CPU & POWER SUPPLY
WAGO STRIPS WILL
ACCEPT #12 WIRE

TRACK & LAMP
WAGO STRIPS
WILL ACCEPT
#10 WIRE



MOUNTED ON
BACK OF RACK

MICROLOK II
MAIN

NOTE:

TEMPORARY SHEET TO
BE VOIDED UPON WIRING
SHOP CHANGES.

SCALE = 60

= IN

= OUT

TEMPORARY

Designed: 09/27/12

TIER IS PHASE 1
M.P. 239.70 TO M.P.
255.35 TO UPGRADE
XING TO 4 QUAD WITH
EGMS, VARIOUS C.P.'S
Rec#: WO#: 10804
IS: NBT/
/ /NST/MJF

MODIFICATION LEVEL	
Q.A. LAST LEVEL CHECKED	DU
LAST LEVEL MOD THIS TYPICAL	DU
LAST LEVEL BY DESIGNER	DU
CHANGED FROM TYPICAL?	Y

REV 07/01/11 M24MUPX0.16NV32

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

Date: 09/27/12
Des: NST
Chk: NBT
AFE: 10804

UNION PACIFIC RAILROAD
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MICROLOK MAIN
SPRINGFIELD SUBDIVISION
Office of AVP Engineering - Signal Omaha, Nebraska

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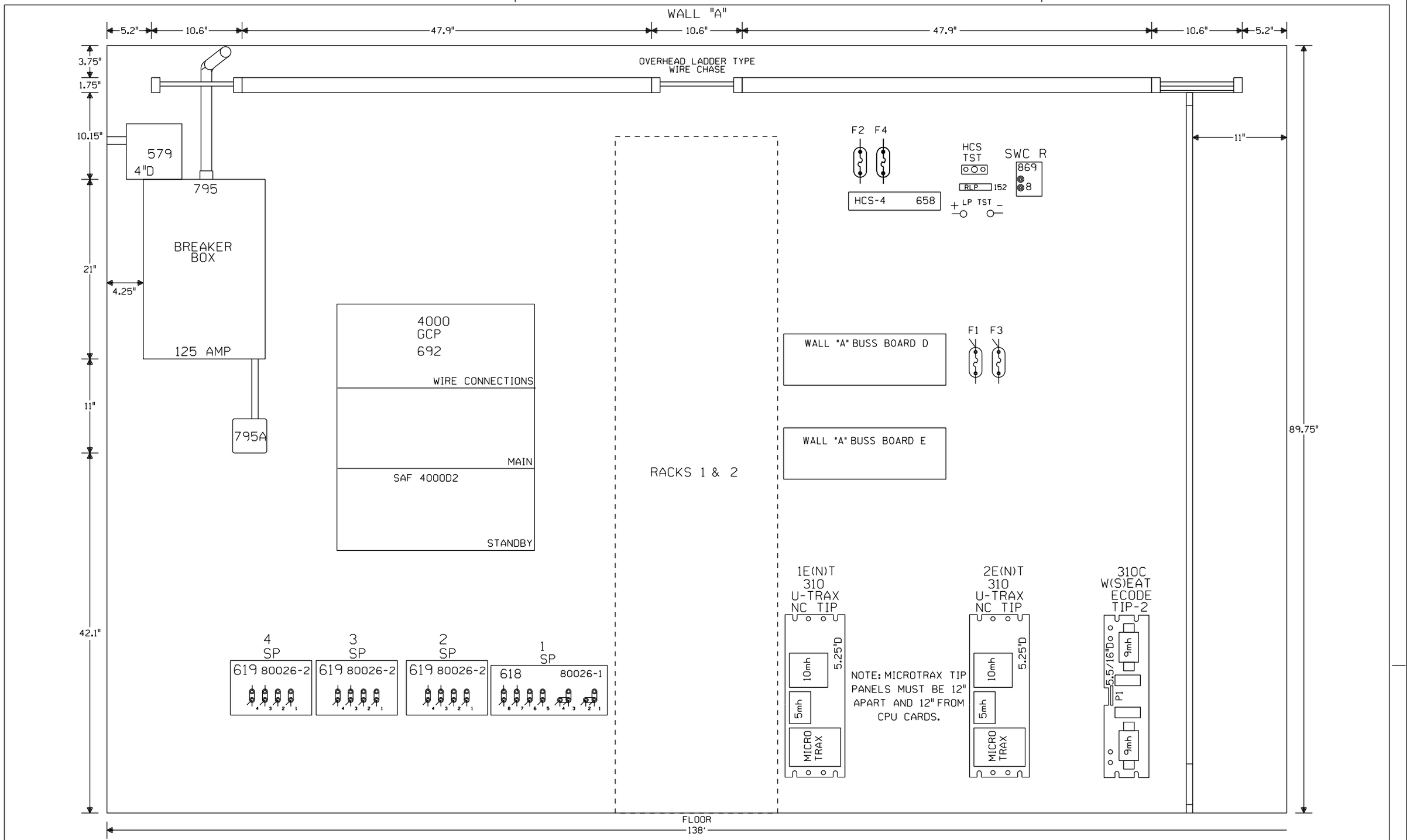
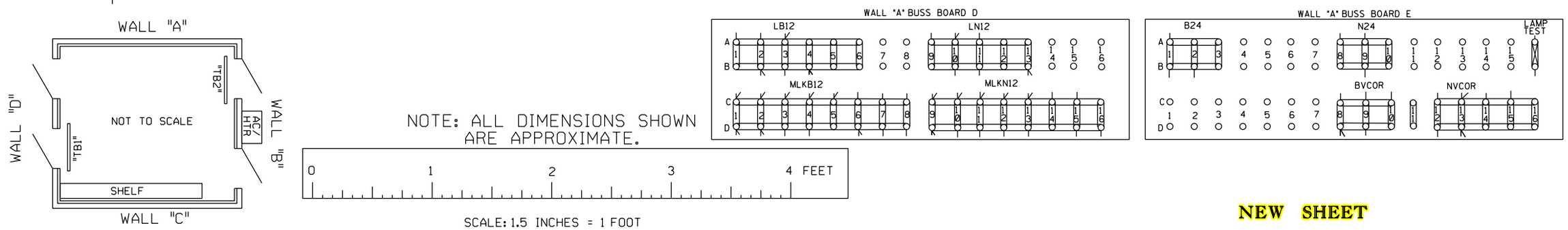
C.P. X252
MP: 251.85
ID: CSL25185.17TOS





NOTE: ALL DIMENSIONS SHOWN ARE APPROXIMATE.

0 1 2 3 4 FEET

SCALE: 1.5 INCHES = 1 FOOT

NEW SHEET

Designed: 09/27/12

TIER IS PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S

Rec*: WO*: 10804

IS: NBT / / /NST/MJF

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

Date:	09/27/12
Des:	NST
Chk:	NBT
AFE:	10804

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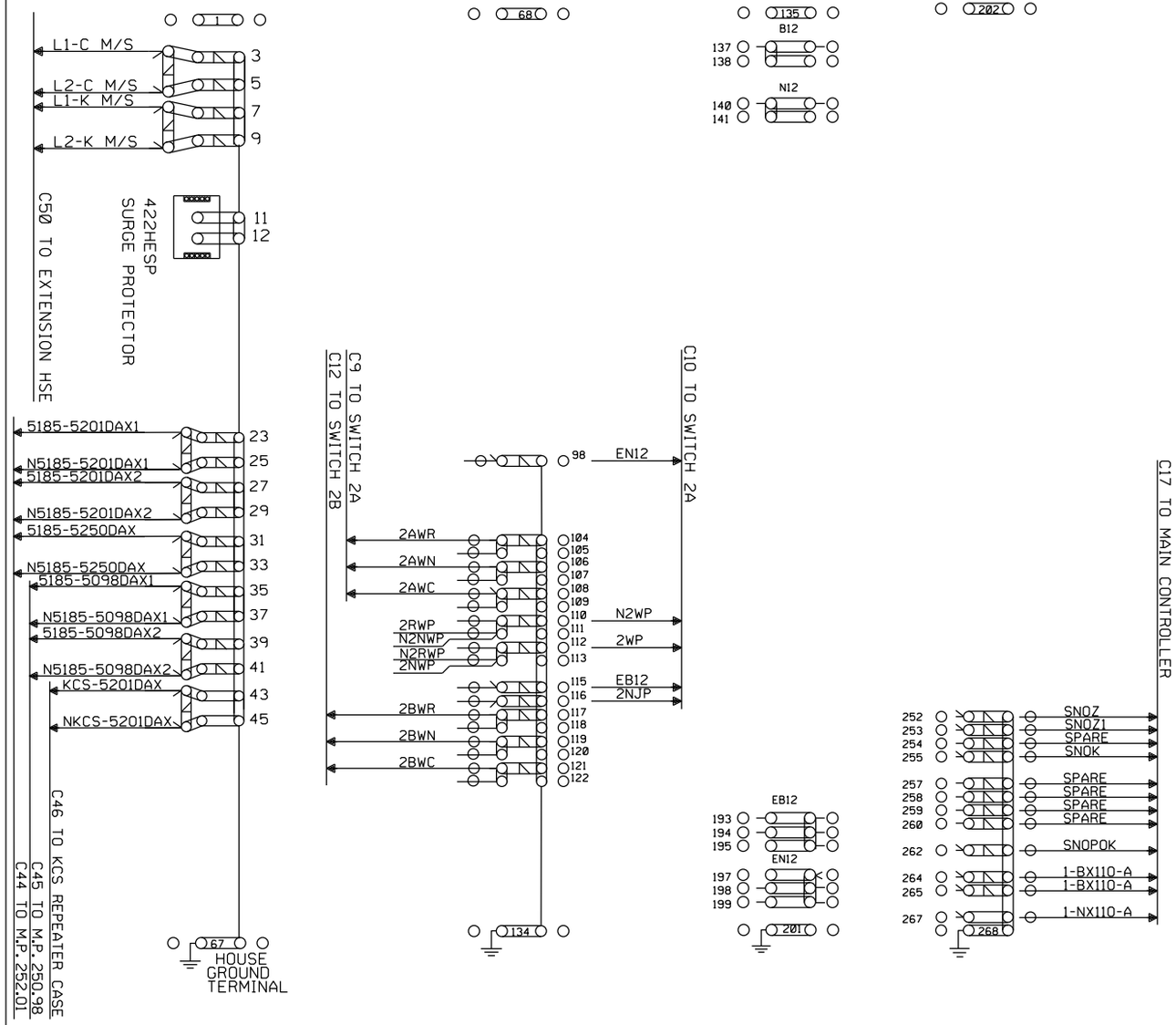
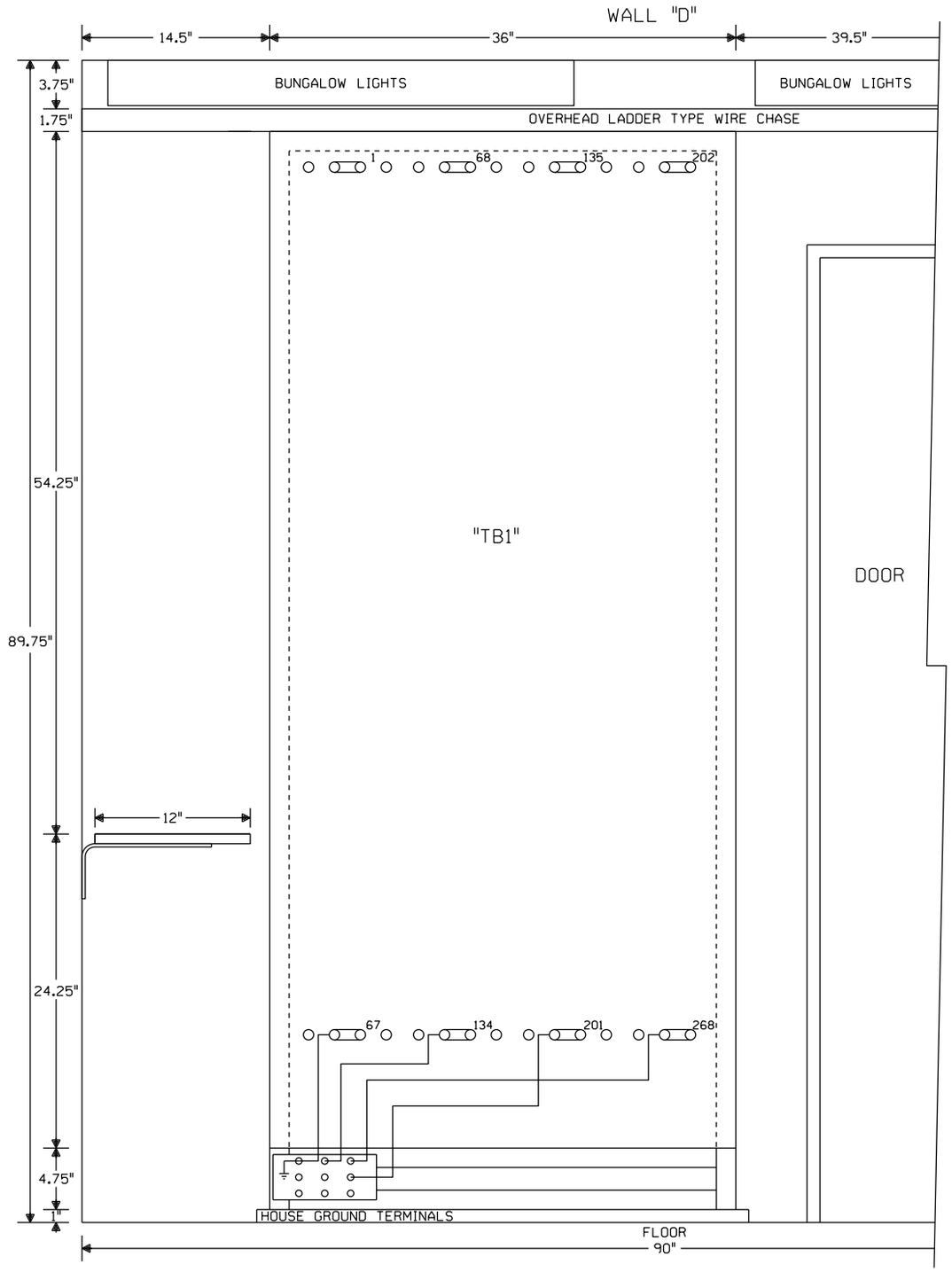
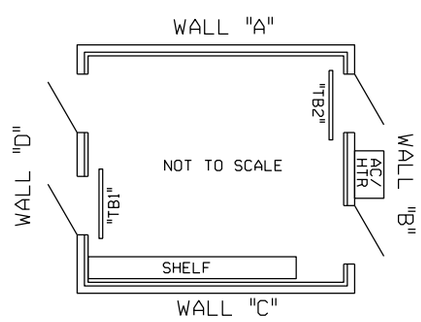
C.P.	X252
MP:	251.85
ID:	CSL25185.18S







NOTE: ALL DIMENSIONS SHOWN ARE APPROXIMATE.

0 1 2 3 4 FEET

SCALE: 1.5 INCHES = 1 FOOT

NEW SHEET

Designed: 09/27/12
TIER IS PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S
Rec*: WO*: 10804
IS: NBT /
/ /NST/MJF

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

Date: 09/27/12
Des: NST
Chk: NBT
AFE: 10804

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SPRINGFIELD SUBDIVISION
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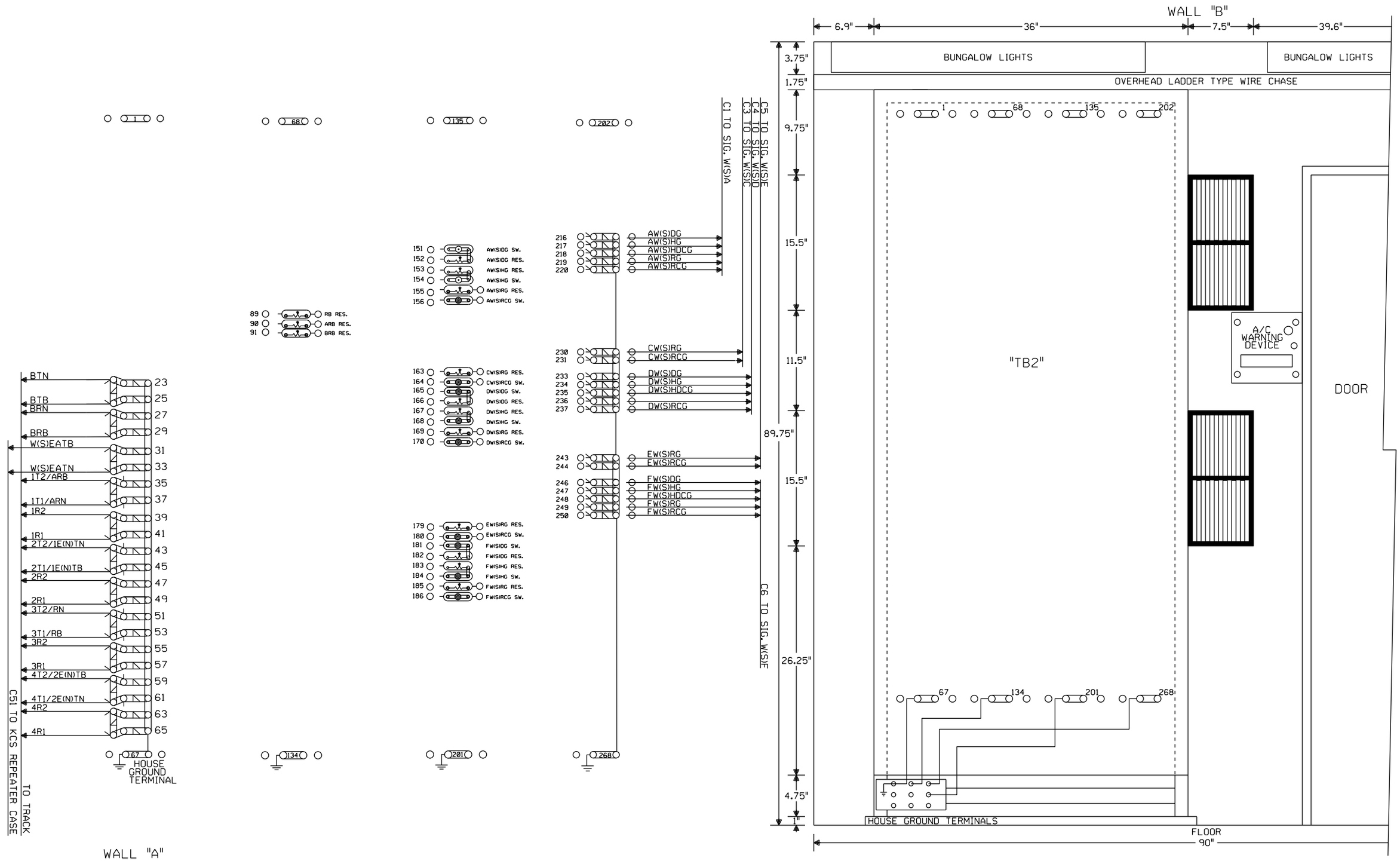
C.P. X252
MP: 251.85
ID: CSL25185.19S



NEW SHEET

Designed: 09/27/12
TIER IS PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S
Rec*: WO*: 10804
IS: NBT / / /NST/MJF

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

Date:	09/27/12
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Chk:	NBT
AFE:	10804

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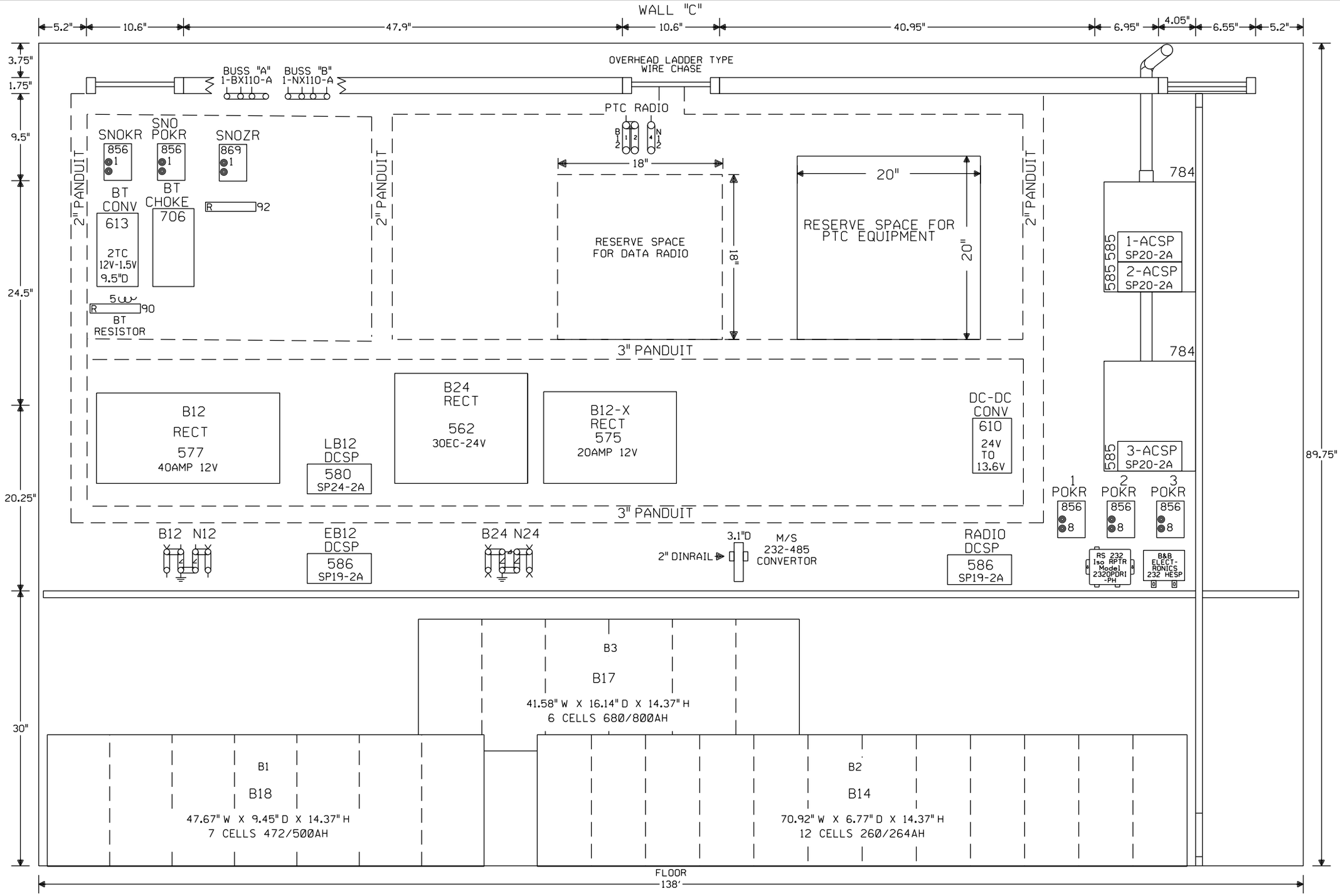
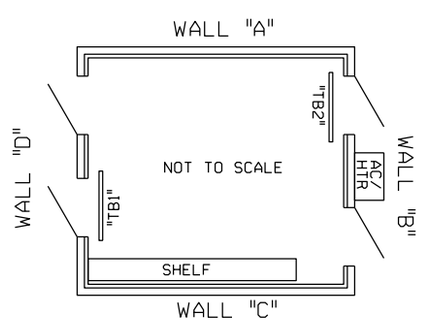
ID:	CSL25185.20S





NOTE: ALL DIMENSIONS SHOWN ARE APPROXIMATE.

0 1 2 3 4 FEET

SCALE: 1.5 INCHES = 1 FOOT

NEW SHEET

Designed: 09/27/12
TIER 1S PHASE 1 M.P. 239.70 TO M.P. 255.35 TO UPGRADE XING TO 4 QUAD WITH EGMS, VARIOUS C.P.'S
Rec'd: WO#: 10804
1S: NBT / / /NST/MJF

CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN

Date:	09/27/12
Des:	NST
Chk:	NBT
AFE:	10804

UNION PACIFIC RAILROAD

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ID:	CSL25185.21S