

FALSE PROCEED SIGNAL REPORT

DATE
June 3, 1996

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.

REPORTING CARRIER (name and location of division)
Chicago, Central & Pacific Railroad

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

REPORTING OFFICER (signature/title)
Engineer, Communications and Signals

MAIL TO
US Department of Transportation
Federal Railroad Administration
Attn: Regional Director, Darrell Tisor
Federal Office Building - Room 1807
911 Walnut Street
Kansas City, MO

6-106
FEDERAL RAILROAD
ADMINISTRATION

96 JUN 11 AM 49

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or systems of which it forms an essential part. E.g.: assume grounds cause a false proceed failure on a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1, Block Systems.

A false proceed failure is a failure of a system, device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

- A—Automatic
- AB—Automatic block
- ACS—Automatic cab signal
- APB—Absolute permissive block
- ATC—Automatic train control
- ATS—Automatic train stop
- CL—Color light
- CPL—Color position light
- E—Electric
- EM—Electromechanical
- EP—Electropneumatic
- FP—False proceed
- MB—Manual block
- M—Mechanical
- P—Pneumatic
- PL—Position light
- SA—Semiautomatic
- TC—Traffic control

| TYPE OF SYSTEM | DATE | LOCOMOTIVE NUMBER | DEVICE THAT FAILED | LOCATION (city and state) |
|--|--------|-------------------|--------------------|---------------------------|
| ¹ BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC | June 1 | 2002 | FP | West end Duncombe |
| ² INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC | | | | |
| ³ AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS | | | | |
| ⁴ OTHER (specify) | | | | |

NATURE AND CAUSE OF FAILURE; CORRECTIVE ACTION TAKEN

Number 51's train 2002 reported clear at the west end of Duncombe with No. 50's train at MP 370.

50 reported clear east bound Lake Ole MP 369 red cab, then clear at 368.5

Cause was found to be a storm damaged pole and crossarm (hit by lightning) holding Pin 4 H wire into Pin 5 H wire at MP 368.

Maintainer cleared line and tested system.

(If more space is required, continue on reverse)