LEWIS
FP02-8-2
3/1/02

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

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.

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

MAIL TO

Federal Railroad Administration
Murdock Executive Plaza
703 Broadway, Suite 650
Vancouver, WA 98660-3306

FEB 25 2002
REGION 6
VANCOUVER, WA

REPORT FOR (month/year)
FEBRUARY 2002

DATE
2-22-02

REPORTING CARRIER (railroad & region or division)
CENTRAL OREGON & PACIFIC
333 S.E. MOSHER ST.
ROSEBURG, OR. 97470

REPORTING OFFICER (signature/title)
SIGNAL MAINTAINER

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 appliance of which it forms an essential part. E.g.: assume grounds cause a block signal to indicate 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 [X] AB [ ] APB [ ] TC	2-13-02	CORP 3819	AERIAL CABLE	MP. 550.4 MYRTLE CREEK, OR
2 INTERLOCKING [ ] AUTOMATIC [ ] REMOTE [ ] MANUAL				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE; CORRECTIVE ACTION TAKEN

THE CORP 3819 WAS NORTH BOUND AT MYRTLE CREEK ON 2-13-02. THE CREW REPORTED A DARK SIGNAL AT 550.4 AND 551.2. WHILE PASSING 551.2 THEY LOOKED BACK AT SIGNAL 551.3. 551.3 WAS SHOWING AN APPROACH WHILE TRAIN WAS STILL OCCUPYING THE BLOCK WHICH IT GOVERNED. I RESPONDED IMMEDIATELY AND BEGAN STUNTING TRACK CIRCUITS. I DISCOVERED THE TRACK RELAYS WERE DE-ENERGIZING, BUT THE 5513HR AND 5505HR WOULD NOT DE-ENERGIZE. AFTER CHECKING THE PRINTS AND POLE LINE, I CONCLUDED THAT THE AERIAL DROP CABLE TO SIGNAL 550.4 WAS SHORTED OUT BETWEEN THE 5513H AND 5505H CIRCUITS. I SET BOTH THE 5505 SIGNAL AND THE 5513 SIGNAL TO THEIR MOST RESTRICTIVE ASPECTS AND INFORMED DISPATCH. THE NEXT MORNING, MYSELF AND

(If more space is required, continue on reverse)