

FALSE PROCEED SIGNAL REPORT

DATE

December 2, 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.

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 CARRIER (Name and Region or Division)

Chicago, Central & Pacific RR
402 East 4th Street
PO Box 1800
Waterloo, IA 50704

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 64106

REPORTING OFFICER (Signature/Title)

FEDERAL RAILROAD
ADMINISTRATION
Engineer of Signals

96 DEC 16 10:44

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-Absolute 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

KANSAS CITY

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
¹ BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
² INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
³ AUTOMATIC SYSTEMS <input checked="" type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS	11-30-96		FP-CL	East absolute C.L. Signal Mills Siding MP 323.8
⁴ OTHER (specify)				

NATURE AND CAUSE OF FAILURE; CORRECTIVE ACTION TAKEN

False proceed signal; absolute signal east end Mills Siding. On 11/30/96 at 1:40:00 eastbound train UUPWF04 holding main line west of the siding switch Mills observed green aspect on eastbound absolute signal with westbound train WFLD29 in the block between Macy and Mills siding. The green aspect was observed two different times at 15 sec. each time than returning to red aspect.

Signal department upon arrival recreated the false proceed indication. Further tests produced cause of false proceed as follows: Wood pin holding common line wire on pin 6. of pole line at MP 323.6 was broke and touching pin 9. 550 volt supply line. This caused 3232 H relay to burn up fusing contacts causing 3238H to be energized.

CC: ICRR (If more space is required, continue on reverse)

Huffman

WATERLOO IOWA, SATURDAY NOV 30, 1996

ALL CONCD WATERLOO

UUPWF04 WITH ENGR & CONDR REPORTED A FALSE CLEAR SIGNAL AT EAST ABSOLUTE SIGNAL AT MILLS WHILE THEY WERE WAITING TO MEET WLFD29 WITH ENGR & CONDR . THE CREW SAID THE SIGNAL WENT RED WHEN THE WESTBOUND TRAIN WAS OUT OF ACKLEY, STAYED RED FOR A FEW MINUTES THEN WENT CLEAR FOR 10 TO 15 SECONDS AND WENT BACK TO RED. THEN WENT CLEAR AGAIN FOR 10 TO 15 SECONDS AND WENT BACK TO RED & STAYED RED. THE WESTBOUND TRAIN WAS OUT OF MACY WHEN THIS HAPPENED.

SIGNAL MTRS & AND ENROUTE TO CHECK SIGNALS.

BLOCK SYSTEM TAKEN OUT OF SERVICE FROM EAST ABSOLUTE SIGNAL AT MILLS TO MACY UNTIL THE PROBLEM IS FOUND & CORRECTED.

MCB & JA SENSING NTFD.