

FALSE PROCEED SIGNAL REPORT

January 7, 1998

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 address)
Chicago, Central & Pacific RR
402 East Fourth Street
Waterloo, IA 50703

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/initials)

Engineer of Signals

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:

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

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 <input type="checkbox"/> AUTO-MATIC				
² AUTOMATIC SYSTEMS <input checked="" type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS	1/5/98		FP-CL	East absolute C.L. signal Lake Oley
⁴ OTHER (specify)				

NATURE AND CAUSE OF FAILURE; CORRECTIVE ACTION TAKEN

False proceed signal East absolute C.L. signal Lake Oley.
On 1/5/98 at 20:12:00 EB train I12 reported a cab and field signal clear 5 car lengths west of Lake Oley and did not drop red until the westbound was at Best Wall switch at MP 371.7. The WB CC2000 train reported clear signals from Duncombe to first red at 371.7.
There were 2 H wires wrapped together at MP 372.1. The insulator was broken possibly due to the ice, which caused the wires to wrap. Trouble cleared at 22:45.

cc: J.T. Sharkey, ICRR

(If more space is required, continue on reverse)

KANSAS CITY
 78 JAN 22 49:00
 FEDERAL RAILROAD
 ADMINISTRATION