

U.S. Department of Transportation

Federal Railroad Administration

U.S. Department of Transportation Docket Operations Room W12-140 1200 New Jersey Ave SE Washington, DC 20590

Re: Docket Number FRA-2006-24646

To Whom It May Concern:

The Federal Railroad Administration (FRA) held a public hearing on the above-referenced matter on May 31, 2007 in North Platte, Nebraska. The hearing and docket concern Union Pacific Railroad Company's (UP) petition for relief from the requirements of 49 CFR § 236.586, which applies to the maintenance and testing of cab signals.

At the hearing, FRA requested certain additional information from UP to support its petition for relief. To give UP adequate time to submit the information, and to allow interested parties time to review and comment on that information, FRA extended the comment period to July 2, 2007.

UP has provided the requested information, and FRA is placing it in the public docket for this matter to ensure that all interested parties have Thank you.

Sincerely,

Roberta J. Stewart

Trial Attorney and Counsel to Safety Board

Federal Railroad Administration

1120 Vermont Avenue, NW Washington, DC 20590

JUN 2 0 2007

## Stewart, Roberta <FRA>

From:

LASCHWER@up.com

Sent:

Friday, June 08, 2007 3:09 PM

To:

Cc:

JCESTES@up.com; DTDALEY@UP.COM; JMCEVOY@UP.COM; SCBECKWITH@up.com;

GMEYER@UP.COM; DJTHALKE@up.com

Subject:

FRA Hearing NOP 5/31/07 Response

Attachments:

FRA 60 Day Inspection Defects.xls; Absolute Block.xls; Road Failures 2007.xls







Road Failures

**Absolute** FRA 60 Dav spection Defects.Block.xls (27 KB)007.xls (308 KB.

The following is a complete list of questions asked by FRA board members at the May 31st, North Platte, Nebraska hearing.

- 1. What is the number of Union Pacific locomotives affected by this request? 5760
- 2. Do any other freight railroads operate in the area affected by this request? Answered at hearing
- 3. How will this affect Amtrak? Answered at hearing
- 4. During current inspections of CS systems, what percentage are found to have FRA defects? UPRR does not specifically track FRA defects on CS inspections. To answer FRA's question, UPRR searched work orders for the CS code which means a cab signal periodic inspection was performed.
- Narrative descriptions in the CS Comment Descriptions (CMNT\_DESC) column were manually checked for component change out or repair. Of the 200 most recent CS records 28 or 14% of the systems had one or more components replaced. The following spreadsheet contains the 200 most recent CS records.

(See attached file: FRA 60 Day Inspection Defects.xls)

In all of the inspections studied, it became apparent that such repairs must be conducted at larger facilities with trained/equipped personnel and good parts availability. Inspections requiring repairs result in locomotives being sent to larger facilities for repair, thus resulting in loss of locomotive availability.

- 5. Explain what is meant by "undue burden" to UTU or BLE employees? Answered at hearing
- 6. Do you know what other railroads do for the CS inspection/maintenance process? Answered at hearing

- 7. How do the current CS systems respond to a receiver bar ground?

  Answered at hearing
- 8. In responding to question #1, break down response into portions that are ATC, CS and ATS, relay versus solid state

Relay type, CCS 1024, ATC 37, ATS 22, CCS/ATC 107, ATC/ATS 42 Hybrid (US&S EL Relay type CCS and US&S EM Solid State ATC) 126 Solid State Processor Equipped, Harmon Ultra Cab II CCS/ATC 3982, US&S MicroCab CCS/ATC 375, US&S Triple System CCS/ATC/ATS 45

9. How many trains received absolute block protection in last two years? Attached is a spreadsheet showing Absolute Block data. There are a total of 30 instances of Absolute Block operation, 13 of which were diagnosed with NDF or No Defect Found. Union Pacific does not have a system for collecting absolute block failure data. In order to generate the attached data, UPRR searched locomotive road failure narrative descriptions. Without a formal system for categorizing and collecting incidents that result in absolute block, UPRR has no way of knowing how complete this list is.

(See attached file: Absolute Block.xls)

10. How many en route failures occurred in last two years and what were the causes? Attached is a spreadsheet showing the most recent 2 years of locomotive road failure data concerning Cab Signal systems. The collected data shows there were 650 reported cab signal failures during this time period, 137 of which were diagnosed as NDF or No Defect Found. The column labeled Failure Description followed by Supplemental Text details the initial failure description. The column labeled Repair Text details the repairs made.

(See attached file: Road Failures 2007.xls)

- 11. When and how are onboard test systems calibrated? Answered at hearing
- 12. When does the first CS inspection for new locomotives occur? The same time as the blue card completion at the OEM builder's

• location

12a. How did the new EMD locomotives at NOP found at NOP without inspection records slip through the system?

When a new locomotive is received, UPRR receives a copy of the blue card (from the OEM). The blue card data and inspection dates are loaded into the UP maintenance system. The CCS date is the same as the inspection date on the blue card. The OEM factory keeps the inspection paperwork.

Information on the three locomotives inspected by the FRA in North Platte is as follows: UP 8533 had a CCS inspection at North Platte

Service track 5/29/07 the date prior to that was 3/31 at London,
 Ontario. UP 7657 shows 4/24/07 which is the same date as the last inspections on the blue card which shows being done at Erie, PA. The up 8581 shows 5/10/07 which also matches the blue card from the factory. The inspection was done at London, Ontario.

Union Pacific Railroad believes questions numbered 2, 3, 5, 6, 7 and 11 were answered during the hearing. Please contact us if additional detail are required on these or any of the other responses.

L. Alan Schwertley Union Pacific Railroad 1400 Douglas, Stop 1050 Omaha, NE 68179-1050 PH 402-544-4891 ESKER Fax 402-233-3242 General Fax 402-501-0401 Email laschwer@up.com

This message and

any attachments contain information from Union Pacific which may be confidential and/or privileged. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the contents of this message is strictly prohibited by law. If you receive this message in error, please contact the sender immediately and delete the message and any attachments.

Fail Tmst	Initial N	Number Train	Initial Fail Code	Initial Fail Desc	Final Fail Code	Final Fail Desc	Fail Desc	Supplemental Text	Repair Crc7	Repair Text	Repair Date
							CCS IS NOT LETTING AIR RECOVER.				
							RUNNING ABSOLUTE BLOCK			applied out ack horn and changed speedo head	
10/29/2005 2:32	UP	2989 EPRG3 28	911	CCS DOES NOT FUNCTION AT ALL	5412	CUT OUT SWITCH	RESTICTED.CEL/OMA	nis	NZ021	system checks good eng run load test good	11/5/2005
							REPORTED CAB SIGNALS CUTOUT ACCOUNT INOPERATIVE. ABSOLUTE BLOCK			replaced defective ap004 tested and calibrated	
10/31/2005 8:15	LIP	5554 MRONP 30	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	OUT	OF RAWLINS, RLD/OMA	NX284S	replaced defective gp004.tested and calibrated	11/1/2005
10/31/2003 0.13	OI .	3334 WINOIN 30	910	CAB SIGNAL EQUIT WENT	3420	TIARWON GETTA-CAB	001	OF RAWLING, RED/OWA	14/2040	OK.	11/1/2003
								COMMUNICATING REV OPERATION TO CAB			
								SIGNALS. DDM/OMA11/14/05 - UNIT IS			
								BOGGING AND SHOWS "LOAD POT LESS			
								THAN 80% FAULTS".2008CST-PMR/OMA			
							CAB SIGNALS IN ABSOLUTE BLOCK CPW157	CHANGED FUEL FILTERS AND LOADED UNIT.			
11/4/2005 20:31	UP	6571 CRONC9 03	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	TO CPW290, MIC FOUND CARD BAD, NOT	NOW HAS 100% LOAD POT. NX284Y 11/18/05	WD640D	NO PROBLEM FOUND, RECALIBRATED	12/15/2005
40/00/0005 00 40		0044 071/114 00	045	DEDETETIVE EAL OF TOID / CVCLING	2000	NO DEFECTO FOUND	CAB SIGNALS CAUSING PENALTY. RUNNING	CEL (OMA	ND400	TESTED AND RE-CALIBRATED, NO DEFECTS	0/00/0000
12/28/2005 20:49	UP	6641 CTVNA 23	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	ABSOLUTE BLOCK UNTIL REPAIRED.	CEL/OMA	NP162	FOUND.	2/20/2006
							REPORTED CAB SIGNALS WENT DARK.			CCS ELECTRICIAN INSPECTED BARS AND	
							RUNNING ABSOLUTE BLOCK NOW. TRAIL			SYSTEM WAS CALIBRATED. NO DEFECTS	
1/4/2006 14:08	UP	9153 MNPKS 04	912	ASPECT OUT	5508	27 POINT CABLE	ONLY.	CEL/OMA	NX284S	FOUND WITH SYSTEM AFTER INSPECTION.	1/7/2006
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-		7					BLOCK INTO NOP DO NOT USE AS A LEADER			.,.,
							CCS CUT OUT DUE TO GOING DARK	IN CCS TERRITORY UNTILREPAIRED.			
1/8/2006 9:45	UP	3956 ILBNOB 03	912	ASPECT OUT	9900	NO DEFECTS FOUND	KEARNEY SUB MP171 RUNNING ABSOLUTE	BTD/OMA 9:50 CST	TP250	tested ccs with no defects found.	2/18/2006
							REPORTED CAB SIGNALS WORK BUT NO				
,							AUDIBLE. RUNNING ABSOLUTE BLOCK.			reset system ran depature test several times	
1/9/2006 16:39	UP	5417 ZSCKC 08	913	AUDIBLE INDICATOR DEFECTIVE	5408	AUDIBLE INDICATOR	CEL/OMA	TRAIL ONLY	NZ021	works ok	1/26/2006
4/4 4/0000 0 0 0	LIE	4470 1410014 15	<u> </u>	DEDETETIVE EALOR TOPS / OVO		DECODED	CCS CUT OUT FOR CYCLING ON SIDNEY SUE		OVERA	a/a didan madida a constituto d	4/47/0005
1/14/2006 8:30	UP	4472 MNPNA 13	915	REPETETIVE FALSE TRIP / CYCLING	5403	DECODER	MP491 RUNNING ABSOLUTE BLOCK  CAB SIGNALS CAUSING UNWARRANTED	TERRITORY UNTIL REPAIRED. BTD/OMA	OX591	c/o ddsp module account ccs cycles  CCS CUT IN. FOUND SOME LOOSE	1/17/2006
							PENALTY. CUTOUT AND RUNNING	BLOCK TO NORTH PLATTE. SOUTH MORRILL		EQUIPMENT. TESTED OK, NO HISTORY	
4/10/2006 22:45	LIP	6741 2CBMFK 09	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	ABSOLUTE	SUB AT MILEPOST 141. CEL/OMA	NX284E	SDK1/NOP	4/11/2006
4/10/2000 ZZ.43	01	0741 ZODIWI 10 03	313	INCIPETIVE FACOE THE 7 OTOLING	3300	INC DEL EGIGT GOIND	ABOOLOTE	COD AT WILLI GOT 141. GELJOWA	14/2042	rf for atc have no pick upcalibrated atc and	4/11/2000
							CREW IS WORKING ON ABSOLUTE BLOCK			ccs, 45 day inspectioncompleted ( jack	
6/19/2006 14:45	UP	2983 GCCLPI 18	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	INDICATIONS ACCOUNT THE ATC IS NOT	WORKING. GGC/OMA	NZ021	hamilton)outbounded and load tested good	7/5/2006
								BLOCK NOW ON THE MONROE SUB AT		, ,	
							CAB SIGNALS HAVE A CONSTANT ALARM.	MILEPOST 578. TRAIL ONLY IN CAB		COMPLETED CCS TEST, CALIBRATION,	
6/22/2006 2:36	UP	9504 MAXPB 22	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	WILL NOT RESET. RUNNING ABSOLUTE	SIGNALTERRITORY. CEL/OMA	X 344E	ETC NO DEFECTS FOUND.	7/2/2006
								TRAIL ONLY UNTIL REPAIRED.			
								CEL/OMA7/23/06 - INTERMITTENT WHEEL			
								SLIP LIGHT COMES ON IN DYNAMIC			
								BRAKES.NO FAULTS AND NOTHING IS			
							CAB SIGNALS CUTOUT ON THE SIDNEY SUB.	TRIPPED. ALL WHEELSARE TURNING FREELY. DYNAMICBRAKES ARE NOW			
7/20/2006 10:27	IID	4081 MNPST 17	015	REPETETIVE FALSE TRIP / CYCLING	5406	RECEIVER BARS	ABSOLUTE BLOCK ESABLISHED.	CUTOUT DEFECTIVE. 0520CST-PMR/OMA	RV323S	CHANGED CPU & RECEIVER BARS	7/28/2006
1/20/2000 10.27	Oi	4001 101101 31 17	913	INCI ETETIVET ALGE TRIT / GTGEING	3400	RECEIVER BARG	ABSOLUTE BEOCK ESABLISTIED.	COTOOT DELECTIVE: 0320CST-1 WINVOWA	1773233	CCS CPU B/O - REPLACED TESTED CCS	1/20/2000
							CAB SIGNALS CUTOUT DUE TO DROPPING	AT MILEPOST 417.5 ON THE SIDNEY SUB.		RELIABILITY PROCESS COMPLETED,	
7/26/2006 13:28	UP	5178 MFRNP 23	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	OUT. ABSOLUTE BLOCK ESTABLISHED	CEL/OMA	NX284S	SYSTEMS CHECK OK.	8/3/2006
							CAB SIGNALS CAUSING PENALTY				
							APPLICATIONS. CUTOUT NOW AND	BLOCK ESTABLISHED. MILEPOST CO242 ON		CAB SIGNALS TESTED. NO PENALTY	
8/2/2006 20:14	UP	4884 AMLRAR 01	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	ABSOLUTE	THE COAST SUB. CEL/OMA	JP016S	APPLICATION.	8/12/2006
					]		CAB SIGNALS CAUSING PENALTY.				]
0,1-1		10.10		DEDETETIVE EAL OF THE 1 CO. 12		NO DEFENTO FOL!":-	ABSOLUTE BLOCK ESTABLISHED AT	964 ON THE EVANSTON SUB. TRAIL UNTIL	L/Dava	TEOTED 01/10/17/1 04D 2:2: 2 2:	
8/7/2006 5:38	UP	4246 ACYRO 06	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	MILEPOST	REPAIRED. CEL/OMA	KP643	TESTED OK WITH CAB SIGNALS ON AND OFF	8/10/2006
								COME BACK ON AT ALL. CUTOUT NOW AT MILEPOST 85 ON THE COLUMBUS			
							CAB SIGNALS WOULD DROP OUT EVERY	SUB.TRAILIN CAB SIGNAL TERRITORY UNTIL			]
9/7/2006 12:28	UP	9131 MGICB 07	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	TIME PASSING A BLOCK. NOW WILL NOT	REPAIRED. CEL/OMA	NX001	could not induce fault	9/8/2006
5.1.2000 12.20			3.0	, 0.00.110	2200			ESTABLISHED AT MILEPOST 84 ON THE			5. 5, 2000
								PORTLAND SUB. TRAIL IN CAB			
							CAB SIGNAL RESTRICTIVE ASPECT LIGHT IS				
9/13/2006 6:19	UP	9206 UGLSE 12	912	ASPECT OUT	5504	MODULE CARD/MICROPROCESSOR	BURNT OUT. ABSOLUTE BLOCK	CEL/OMA	NX284S	replaced aspect unit tested ok	9/22/2006
							REPORTED CAB SIGNALS KEEP DROPPING			RANN ALL CHECKS ON CCS COMPLETED 45	
9/27/2006 7:53	UP	4044 QNPSKP 27	915	REPETETIVE FALSE TRIP / CYCLING	5404	ASPECT DISPLAY	OUT, CUTOUT, ABSOLUTE BLOCK.	MP142, KEARNEY SUB. RLD/OMA	OX591S	DAY CCS ALL TEST GOOD	10/8/2006
								CCS. MP362 SIDNEY SUB. RLD/OMArf for		of far ask simula danning and the said	]
							DEDODTED CAR SIGNALS VEED DOODSING	cab signals dropping outchanged amplifier		rf for cab signals dropping outchanged	
10/27/2006 10:31	HD	9030 WNECYB 24	015	REPETETIVE FALSE TRIP / CYCLING	EEOE	RELAYS	REPORTED CAB SIGNALS KEEP DROPPING OUT. ABSOLUTE BLOCKED AND CUTOUT	and master relay, calibrated ok, 45 day insp done, ob and It good	, NZ021	amplifier and master relay, calibrated ok, 45 day insp done, ob and it good	11/15/2006
10/2//2000 10.31	OI.	9030 WINECTD 24	915	INCLICITE FALSE INTO CTOLING	5505	NELATO	COT. ADSOLUTE BLOCKED AND CUTOUT	ob and it good	142021	inspacine, ob ana it good	11/13/2006
										Cab signal went dark. Calibrations for pickup and	]
							CAB SIGNALS WENT DARK AND WILL NOT			drop out were set wrong (to high) recalibrated to	
1/9/2007 8:02	UP	9056 MEAPR 08	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	COME BACK. RUNNING ABSOLUTE BLOCK		NZ021	proper settings. 45 day completed.	1/10/2007
							THE CCS AUDIBLE IS NOT WORKING UNIT IS				
2/28/2007 13:00	UP	2406 MCBKS 27	913	AUDIBLE INDICATOR DEFECTIVE	9900	NO DEFECTS FOUND	NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	Dispo	TP250S	CCS TESTED OK	3/17/2007
							REPORTED CUTOUT CAB SIGNALS				7
4/4/000= 4 :-	LIE	F044 10462 27	<u> </u>	DEDETETIVE EALOR TOPS / OVO		HADMONI HETPA CAR	ACCOUNT INOPERATIVE. ABSOLUTE	DI D/OMA	NZOOF	Danierad CDO 004 sand	4/0/000=
4/1/2007 4:42	UP	5011 IOAG2 27	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	BLOCKED.	RLD/OMA	NZ005	Replaced GPO 004 card.	4/3/2007

STAT_ENTR_TMST VERB_DESC	NOUN_DESC	CMNT_DESC	EQMT INIT	EQMT_nbr		Defect
5/24/2007 1:34 INSPECT	CAB SIGNAL	on packet GE SERVICE	UP	24,111,_1101	6883	20.000
5/24/2007 1:35 INSPECT	CAB SIGNAL	SHEET: 3199288	UP		6721	
		HAD C361 FAULT UPON ARRIVALCLEARED				
5/24/2007 1:36 INSPECT 5/24/2007 1:37 INSPECT	CAB SIGNAL CAB SIGNAL	AND TESTED SAT REPLACED CPU. GE SERVICE	UP UP		5082 7315	Х
5/24/2007 5:05 INSPECT 5/24/2007 5:34 INSPECT	CAB SIGNAL CAB SIGNAL	SHEET: 3654660 SEE MCS Reduced maintenance inspection, CCS inspection not	UP UP		5765 6004	
5/24/2007 11:07 INSPECT	CAB SIGNAL	required. Replaced defective	UP		3938	
5/24/2007 11:20 INSPECT	CAB SIGNAL	74v power supply C&NW pick up and drop out values were out of range and	UP		8075	Х
5/24/2007 11:20 INSPECT 5/24/2007 12:14 INSPECT	CAB SIGNAL CAB SIGNAL	unable to calibrate. no rear PU on unit cab signals worked by doug rock-paper work signed-given to steve serroque-computor sign off okd by manager william	UP UP		9787 3737	
5/24/2007 14:34 INSPECT	CAB SIGNAL	spencer	UP		9677	
5/24/2007 14:35 INSPECT	CAB SIGNAL	changed out converter GE SERVICE	UP		3298	Х
5/24/2007 14:35 INSPECT 5/24/2007 14:53 INSPECT	CAB SIGNAL CAB SIGNAL	SHEET: 3467551 k ACTED AS THOUGH i HAD INTERFERANCES TILL CALIBRATED	UP UP		7278 2347	
5/24/2007 15:47 INSPECT 5/24/2007 19:22 INSPECT	CAB SIGNAL CAB SIGNAL	OK SEE MCS	UP UP		3424 6533	
5/24/2007 19:22 INSPECT	CAB SIGNAL	B/O CCS PARTS MISSING	UP		4637	
		Unable to complete test at this time due to the fact that there are two fault codes that I can't clear to be able to start test. Tried rebooting system many times and tried to do depart. test no help. Note both air and elect. C/O and				
5/24/2007 20:43 INSPECT	CAB SIGNAL	sealed inbound. GE SERVICE	UP		4859	
5/24/2007 21:36 INSPECT	CAB SIGNAL	SHEET: 2912470 worked by b beatty at	UP		6809	
5/24/2007 22:25 INSPECT 5/24/2007 22:25 INSPECT	CAB SIGNAL CAB SIGNAL	derrik NULL GE SERVICE	UP UP		8421 3430	
5/24/2007 22:28 INSPECT	CAB SIGNAL	SHEET: 3821348	UP		6846	
5/25/2007 3:56 INSPECT	CAB SIGNAL	Done - J Cooksley.	UP		6706	
5/25/2007 4:19 INSPECT	CAB SIGNAL	Done.	UP		6877	
5/25/2007 4:19 INSPECT	CAB SIGNAL	NEXT SHOPPING	UP		4038	

		tried CMPU, CPU, DDSP and power			
		supply to try to fix it	_		
5/25/2007 4:27 INSPECT	CAB SIGNAL	but still have CHK 737 alm. Ran out of time		8279	) X
3/23/2007 4.27 INOI LOT	OAD GIGIVAL	GE SERVICE	Oi	0273	, ,
5/25/2007 10:48 INSPECT	CAB SIGNAL	SHEET: 2914258	UP	6505	;
5/25/2007 12:59 INSPECT	CAB SIGNAL	NULL	UP	4252	
5/25/2007 12:59 INSPECT	CAB SIGNAL	FLUFF DONE IT.	UP	7139	
5/25/2007 13:09 INSPECT	CAB SIGNAL	WORK VERIFIED GE SERVICE	UP	8285	
5/25/2007 14:30 INSPECT	CAB SIGNAL	SHEET: 3185289 GE SERVICE	UP	7315	
5/25/2007 15:18 INSPECT	CAB SIGNAL	SHEET: 3344204 GE SERVICE	UP	7110	
5/25/2007 18:26 INSPECT	CAB SIGNAL	SHEET: 3383843	UP	6004	
5/25/2007 18:26 INSPECT	CAB SIGNAL	GR	UP	9210	
5/25/2007 22:20 INSPECT 5/25/2007 22:20 INSPECT	CAB SIGNAL CAB SIGNAL	done NIS(5377245)	UP UP	5957 9693	
3/23/2007 22.20 INSF LOT	CAD SIGNAL	AIR CUTOUT COMPUTER	OF .	9090	, ,
5/25/2007 22:42 INSPECT	CAB SIGNAL	CINTROLLED	UP	5893	1
5/25/2007 23:35 INSPECT	CAB SIGNAL	see MCS	UP	7278	
5/26/2007 0:44 INSPECT	CAB SIGNAL	ok	UP	2347	
		ATS RECIVERS TO LOW NEEDS ADJ &			
5/26/2007 1:57 INSPECT	CAB SIGNAL	45 DAY GE SERVICE	UPY	718	3 X
5/26/2007 2:33 INSPECT	CAB SIGNAL	SHEET: 3412606 Power outage in	UP	6533	3
		KCMO at 18:30 the MCS satation are			
		down EMP is unable			
5/26/2007 2:33 INSPECT	CAB SIGNAL	sign off there work. GE SERVICE	UP	5284	ļ
5/26/2007 2:50 INSPECT	CAB SIGNAL	SHEET: 3119219	UP	6027	•
5/26/2007 6:52 INSPECT	CAB SIGNAL	DONE.	UP	6451	
5/26/2007 7:13 INSPECT	CAB SIGNAL	OK	UP	2285	
5/26/2007 9:40 INSPECT	CAB SIGNAL	see mcs	UP	6002	
5/26/2007 10:13 INSPECT	CAB SIGNAL	TESTED OK GE SERVICE	UP	6675	
5/26/2007 11:08 INSPECT	CAB SIGNAL	SHEET: 3708422 had wrong cpu cmpu software for the ddsp applied new cpu and	UP	6706	i
5/26/2007 11:17 INSPECT	CAB SIGNAL	cmpu evrything worked fine	UP	8279	) X
5/26/2007 14:05 INSPECT	CAB SIGNAL	Done - K Lenz. GE SERVICE	UP	6686	
5/26/2007 14:15 INSPECT	CAB SIGNAL	SHEET: 3749140	UP	7175	5
5/26/2007 14:46 INSPECT	CAB SIGNAL	see mcs Parts (amplifier) on	UP	6505	
5/26/2007 14:52 INSPECT	CAB SIGNAL	order; 7/10/06 @ 1955 hrs. GE SERVICE	UP	9134	X
5/26/2007 16:58 INSPECT	CAB SIGNAL	SHEET: 3690619 REPLACED CPU	UP	6692	2
		AND RESEATED			
5/26/2007 17:20 INSPECT	CAB SIGNAL	PTD CARD SLOTS. Closed by Customer	UP	7315	5 X
5/26/2007 17:29 INSPECT	CAB SIGNAL	System CCS SYSTEM FUNCTIONAL COULD NOT PULL OVER THE PIT TO	UP	7110	)
5/26/2007 19:08 INSPECT	CAB SIGNAL	DO RECIVER BAR INSPECTION GE SERVICE	UP	9210	)
5/27/2007 1:42 INSPECT	CAB SIGNAL	SHEET: 2852553	UP	5957	•

		RECEIVER BAR AT			
		CONDUCTOR SIDE			
		SLIGHTY BENT, BUT OPERATIONAL &			
5/27/2007 3:03 INSPECT	CAB SIGNAL	SECURED.	UP	4317	
5/27/2007 7:30 INSPECT	CAB SIGNAL	see MCS	UP	7271	
5/27/2007 9:40 INSPECT	CAB SIGNAL	Done.	UP	6027	
0,21,2001 0.10 1101 201	0/12 01011/1E	BARS AND WIRING	O1	0021	
5/27/2007 10:05 INSPECT	CAB SIGNAL	OK	UP	5169	
		GE SERVICE			
5/27/2007 14:04 INSPECT	CAB SIGNAL	SHEET: 3191074	UP	6451	
		CHANGED OUT			
5/27/2007 14:49 INSPECT	CAB SIGNAL	MASTER RELAY.	UP	9131	X
5/27/2007 19:09 INSPECT	CAB SIGNAL	OK	UP	2285	
		GE SERVICE			
5/27/2007 19:25 INSPECT	CAB SIGNAL	SHEET: 3538459	UP	6002	
5/27/2007 19:25 INSPECT	CAB SIGNAL	NULL	UP	3469	
		GE SERVICE			
5/27/2007 19:42 INSPECT	CAB SIGNAL	SHEET: 3537960	UP	6675	
-//	0.5.0.0	GE SERVICE		==	
5/27/2007 23:05 INSPECT	CAB SIGNAL	SHEET: 3748294	UP	5918	
F/27/2007 22:20 INICRECT	CARCIONAL	CREW ALERTER	LID	2542	
5/27/2007 23:26 INSPECT	CAB SIGNAL	B/O both ccs bars were	UP	3513	
		bent c/o both bars,			
5/28/2007 1:41 INSPECT	CAB SIGNAL	tested ok.	UP	7175	Х
5/28/2007 1:41 INSPECT	CAB SIGNAL	GE SERVICE	UF	7175	^
5/28/2007 1:41 INSPECT	CAB SIGNAL	SHEET: 3692371	UP	6686	
0/20/2007 1.41 11401 201	O/ LD GIGITALE	Replaced Amplifier	O1	0000	
5/28/2007 3:19 INSPECT	CAB SIGNAL	and adjusted.	UP	9134	Х
5/28/2007 4:23 INSPECT	CAB SIGNAL	recalibrated	UP	6692	^
5/28/2007 9:06 INSPECT	CAB SIGNAL	NULL	UP	3315	
5/28/2007 9:35 INSPECT	CAB SIGNAL	DONE Closed by Customer	UP	7303	
5/00/0007 0 05 INODEOT	0.40.010.14.1	•	ш	7400	
5/28/2007 9:35 INSPECT	CAB SIGNAL	System	UP	7106	
5/28/2007 9:35 INSPECT 5/28/2007 13:31 INSPECT	CAB SIGNAL CAB SIGNAL	see mcs	UP	7106 7215	
5/28/2007 13:31 INSPECT	CAB SIGNAL	see mcs GE SERVICE	UP	7215	
		see mcs			
5/28/2007 13:31 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076	UP	7215	
5/28/2007 13:31 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076 USED A WIRE SEAL	UP	7215	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT	CAB SIGNAL CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076	UP UP	7215 7271	
5/28/2007 13:31 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076 USED A WIRE SEAL FOR THE LOGIC	UP	7215	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT	CAB SIGNAL CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX.	UP UP	7215 7271	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT	CAB SIGNAL CAB SIGNAL CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE	UP UP UP	7215 7271 5473	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT	CAB SIGNAL CAB SIGNAL CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982	UP UP UP	7215 7271 5473	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT	CAB SIGNAL CAB SIGNAL CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS	UP UP UP	7215 7271 5473	X
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT	CAB SIGNAL  CAB SIGNAL  CAB SIGNAL  CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT	UP UP UP	7215 7271 5473 7253	x
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT	CAB SIGNAL  CAB SIGNAL  CAB SIGNAL  CAB SIGNAL  CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP	UP UP UP UP	7215 7271 5473 7253 9131	X
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT	CAB SIGNAL  CAB SIGNAL  CAB SIGNAL  CAB SIGNAL  CAB SIGNAL  CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK	UP UP UP UP UP UP	7215 7271 5473 7253 9131 2285	X
5/28/2007 13:31 INSPECT  5/28/2007 13:59 INSPECT  5/28/2007 19:47 INSPECT  5/29/2007 1:38 INSPECT  5/29/2007 3:26 INSPECT  5/29/2007 3:38 INSPECT  5/29/2007 5:35 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service	UP UP UP UP UP UP UP	7215 7271 5473 7253 9131 2285 3215	X
5/28/2007 13:31 INSPECT  5/28/2007 13:59 INSPECT  5/28/2007 19:47 INSPECT  5/29/2007 1:38 INSPECT  5/29/2007 3:26 INSPECT  5/29/2007 3:38 INSPECT  5/29/2007 5:35 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS	UP UP UP UP UP UP UP	7215 7271 5473 7253 9131 2285 3215	X
5/28/2007 13:31 INSPECT  5/28/2007 13:59 INSPECT  5/28/2007 19:47 INSPECT  5/29/2007 1:38 INSPECT  5/29/2007 3:26 INSPECT  5/29/2007 3:38 INSPECT  5/29/2007 5:35 INSPECT  5/29/2007 11:09 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and	UP UP UP UP UP UP UP UP UP	7215 7271 5473 7253 9131 2285 3215 5918	X
5/28/2007 13:31 INSPECT  5/28/2007 13:59 INSPECT  5/28/2007 19:47 INSPECT  5/29/2007 1:38 INSPECT  5/29/2007 3:26 INSPECT  5/29/2007 3:38 INSPECT  5/29/2007 5:35 INSPECT  5/29/2007 11:09 INSPECT  5/29/2007 11:20 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok.	UP	7215 7271 5473 7253 9131 2285 3215 5918 4253	X
5/28/2007 13:31 INSPECT  5/28/2007 13:59 INSPECT  5/28/2007 19:47 INSPECT  5/29/2007 1:38 INSPECT  5/29/2007 3:26 INSPECT  5/29/2007 3:38 INSPECT  5/29/2007 5:35 INSPECT  5/29/2007 11:09 INSPECT  5/29/2007 11:20 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton	UP	7215 7271 5473 7253 9131 2285 3215 5918 4253	X
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:36 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 11:20 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE	UP	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813	X
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 11:20 INSPECT 5/29/2007 12:30 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412	UP	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175	X
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU &	UP	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813 5964	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:36 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 11:20 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU & GPO-004 module.	UP	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813	x
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 14:24 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU & GPO-004 module. GE SERVICE	UP	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813 5964 3800	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU & GPO-004 module.	UP	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813 5964	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 14:24 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU & GPO-004 module. GE SERVICE SHEET: 3827420	UP	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813 5964 3800	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 14:24 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU & GPO-004 module. GE SERVICE SHEET: 3827420  REPLACE A BAD	UP	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813 5964 3800	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 15:14 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU & GPO-004 module. GE SERVICE SHEET: 3827420  REPLACE A BAD TVO TESTED AND	UP U	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813 5964 3800 6703	X
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 14:24 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU & GPO-004 module. GE SERVICE SHEET: 3827420  REPLACE A BAD TVO TESTED AND RECALIBRATED OK.	UP U	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813 5964 3800	
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 15:14 INSPECT 5/29/2007 15:14 INSPECT	CAB SIGNAL  CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU & GPO-004 module. GE SERVICE SHEET: 3827420  REPLACE A BAD TVO TESTED AND RECALIBRATED OK. GE SERVICE	UP U	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813 5964 3800 6703	X
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 15:14 INSPECT	CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU & GPO-004 module. GE SERVICE SHEET: 3827420  REPLACE A BAD TVO TESTED AND RECALIBRATED OK. GE SERVICE SHEET: 3805755	UP U	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813 5964 3800 6703	X
5/28/2007 13:31 INSPECT 5/28/2007 13:59 INSPECT 5/28/2007 19:47 INSPECT 5/29/2007 1:38 INSPECT 5/29/2007 3:26 INSPECT 5/29/2007 3:38 INSPECT 5/29/2007 5:35 INSPECT 5/29/2007 11:09 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 12:30 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 14:24 INSPECT 5/29/2007 15:14 INSPECT 5/29/2007 15:14 INSPECT	CAB SIGNAL  CAB SIGNAL	see mcs GE SERVICE SHEET: 3014076  USED A WIRE SEAL FOR THE LOGIC CONTROL BOX. GE SERVICE SHEET: 3437982 C/O AMPH, CCS STILL NOT PICKINGUP OK simple service see MCS bars brackets and wiring ok. DONE work performed by john hamilton GE SERVICE SHEET: 3741412 Replaced ADU & GPO-004 module. GE SERVICE SHEET: 3827420  REPLACE A BAD TVO TESTED AND RECALIBRATED OK. GE SERVICE	UP U	7215 7271 5473 7253 9131 2285 3215 5918 4253 7175 3813 5964 3800 6703	X

Fail Tmst	Initial	Number Train	Initial Failure Code Initial Failure Desc	Final Failure Code	Final Failure Code Desc	Failure Description	Supplemental Text	Repair Crc7	Repair Text	Repair Date
							SIGNALS AT MP 274 EAST BOUND ON THE KEARNEY SUB. GGC/OMA6/10/05 2145CST- CAB SIGNALS ARE STILL DROPPING OUT. NOW CUTOUT AGAINAND CREW IS RUNNING ON			
			REPETETIVE FALSE TRIP /			THE CAB SIGNALS KEEPS DROPPING OUT ON THEM, NOW HAVE CUT OUT	ABSOLUTE BLOCK. AMR/OMANX284Y REPLACED CPU CARD BUT DID NOT FIX		RAN ALL CCS TEST WITH NO	
6/6/2005 21:44	UP	5982 CNAAE 05	915 CYCLING	9900	NO DEFECTS FOUND	THE CAB	STILL NOT WORKING. AT MP 584.9 WEST BOUND ON THE	OX591	DEFECTS FOUND	6/25/200
6/9/200E E-24	LID	6641 MNPHKB 07	REPETETIVE FALSE TRIP / 915 CYCLING	0000	NO DEFECTS FOUND	THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING OUT. NOW HAVE CUT	LARAMIE SUB. GGC/OMA 06/08 RAW,	OX591	ccs tested good. no defects found. outbound load tested good. hp=4430, ma=0.0, mano=-1.5, lop=25/120, lr=100%	6/10/200
6/8/2005 5:34	UP	0041 WINPHKB 07	915 CYCLING	9900	INO DEFECTS FOUND	CAB SIGNALS CUT OUT AT MP174 ON	PROBLEMS. WILL NOT STAT RESET.	07291	ma=0.0, mano=-1.5, lop=25/120, li=100%	6/10/200
6/8/2005 6:23	UP	8135 GDRRED 07	REPETETIVE FALSE TRIP / 915 CYCLING	5401	AMPLIFIER	THE DANA SUBDIVISION ACCOUNT REPETITIVE	FALSE TRIPS. TCC/OMA.	NX284S	adjusted voltage and inspected bars	6/22/200
6/8/2005 10:06	UP	7570 CSHJR 03	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CAB SIGNALS CUT OUT AT MP067 ON THE COLUMBUS SUBDIVISION. CAB SIGNALS	KEPT DROPPING OUT. TCC/OMA.	NZ021	Perform 45 day cab signal inspection and measure receiver bars, height OK.	6/25/200
			CCS DOES NOT FUNCTION			ATC CAB SIGNALS ARE DROPPING TO A	RECOVER. CREW HAS CUT OUT THE A CAB SIGNALS AND ARE NOW RUNNING		found a few off wires broken on the pace setter repaired completed 60 day and	
6/10/2005 4:15	UP	9732 GSCCHV 01	911 AT ALL	5410	WIRING	RESTRICTING SIGNAL AND WILL NOT	ONABSOLUTEBLOCK. AMR/OMA	NZ005	departure thest unit works ok.	7/1/200
6/11/2005 22:45	IID	8081 CWFAT 09	CCS DOES NOT FUNCTION 911 AT ALL	5406	SRECEIVER BARS	CAB SIGNALS DROPPED OUT AND COMPUTER SHOWS THEM INOPERATIVE. CAB	SIGNALS ARE NOW CUTOUT AND CREW IS RUNNING ON ABSOLUTE BLOCK. AMR/OMA06/20 UPDATE: UNIT QUIT LOADING AND HAS AN INDICATION OF A HARD CORWBARFIRED ON THE COMPUTER. RESETS BUT WILL NOT HOLD. GGC/OMA		SERVICE TRACK CCS ELECTRICIAN RECALIBRATED CCS . TESTED OK. LOAD BOXED AND TRACK TESTED UNIT FOR REPORTED LOAD DROPPING .	6/22/200
0/11/2003 22.43	OF	8081 CWIAI 09		3400	RECEIVER BARG	CREW REPORTS THAT THE CAB SIGNALS KEEP DROPPING TO A	SIGNAL. NO CUTOUT AND CREW IS	NA2043	Replaced PSM,DVR300 and ASC300. C/O CSA module and perform 45 day	
6/12/2005 1:45	UP	4510 ACYRO 11	CCS DOES NOT FUNCTION 911   AT ALL	5420	HARMON ULTRA-CAB	RESTRICTING	RUNNING ON ABSOLUTE BLOCK. AMR/OMA	NZ021	maintenance on cab signal. Load test unit- now OK.	6/24/200
6/12/2005 4:15	UP	9054 MDMPR 11	CCS DOES NOT FUNCTION 911 AT ALL	5401	AMPLIFIER	ATC CAB SIGNALS WENT TO RESTRICTING AND WILL NOT GO CLEAF AGAIN. THIS	HAPPENED JUST LEAVING MARSHALL TOWN HEADED EAST. NOW CUTUOUT R AND CREWIS RUNNING ABSOLUTE BLOCK. AMR/OMA	NZ021	rf for atc and ccs b/oinspected and calibrated atc and ccs, 45 day inspection done, departure tested good, outbound and load test ok	6/13/200
6/12/2005 12:14		9489 MHGFWX 09	914 WILL NOT ACKNOWLEDGE		MODULE CARD/MICROPROCESSOR	CAB SIGNAL CONTINUES TO PUT UNIT IN PENALTY CUT IN OR OUT RM WAS	PREVIOUSLY APPLIED TO UNIT ON 5/30/05 FOR THIS ISSUE. OMA/JJJ 1220CST	TP250S	c/o ccs power supply	6/22/200
6/12/2005 18:54	UP	4246 QNPFRP 12	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS KEEP DROPPING OUT AND GOING DARK THEN TAKES THE AIR	ON THEM. NOW HAVE CUT OUT AT MP 408 WEST BOUND ON THE SIDNEY SUB.GGC/OMA BY A BLOCK SIGNAL THE CAB SIGNALS	NX284S	C/O the ddsp, tvo and gpo003. System tested ok. No other defects found.	6/20/200
6/13/2005 1:41	UP	6690 MGRNP 12	910 CAB SIGNAL EQUIPMENT	5410	WIRING	THEY	DROPPED TO RESTRICTIVE ASPECT ISRUNNING ON A ABSOLUTE BLOCK TO NO.PLATTE.CLV/OMA	NX284G	recalibrated and checks ok	6/13/200
6/13/2005 14:30	UP	5040 QNPSKP 13	REPETETIVE FALSE TRIP / 915 CYCLING	5401	AMPLIFIER	ALL CAB SIGNALS CUT OUT AT NX208 ON THE KEARNEY SUB BY GRAND ISLAND	MECHANICAL ACCOUNT EQUIPMENT FAILURE. TCC/OMA.	NX284S	tvo and cpu new recalibrated ccs system ok	6/21/200
6/13/2005 17:32		7115 CCAIM9 12	CCS DOES NOT FUNCTION 911 AT ALL		TIMER	CAB SIGNALS CUT OUT AT NP157 ON THE S. MORRILL SUB ACCOUNT DROPPED OUT	AND NEVER CAME BACK. TCC/OMA.	KP643C	RECALIBRATED CCS-NOW OK	6/25/200
6/14/2005 0:10		4633 AAMWS 13	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CCS IS CUTOUT AT MP.182 ON THE KEARNEY SUB ACCOUNT THEY KEPT DROPPING	TO RESTRICTIVE IS RUNNING ON A ABSOLUTE BLOCK TO NO.PLATTE. CLV/OMA	JP016S	no repairs were made-unit is a trailing unit	t 6/29/200
6/15/2005 1:50	UP	4363 AOAKS 12	REPETETIVE FALSE TRIP / 915 CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS KEEPS DROPPING OUT AFTER THEY GO PAST THE BLOCK AND WILL	NOT COME BACK UP. NOW HAVE CUT OUT AT MP 929.4 EAST BOUND ON THEEVANSTON SUB. GGC/OMA	NX284E	ARRIVED CCS CUTIN . CREW REPORTED NO PROBLEMS .	6/15/200
6/18/2005 0:20	UP	8393 KAPLA 16	910 CAB SIGNAL EQUIPMENT	5902	ONBOARD TERMINAL (OBT)	HAVE CUT OUT THE CAB SIGNALS ACCOUNT THE KEEP DROPPING OUT. CUT OUT	AT MP 509 WEST BOUND ON THE CHEYENNE SUB. GGC/OMA	CX809	nis partsnew unit,,no parts yet	6/21/200
6/20/2005 0:30	UP	4386 KOAMN 16	910 CAB SIGNAL EQUIPMENT	5504	MODULE CARD/MICROPROCESSOR	THE CAB SIGNALS KEEP CYCLING ON THEM AND WILL NOT ACKNOWLEDGE LIKE THEY	SHOULD. NOW HAVE CUT OUT AT MP 149.4 ON THE MARYSVILLE SUB. GGC/OMA	X 344E	CPU had been changed at previous point and not programed. System parameters were way out of limits. Programed software and calibrated CCS.	6/24/200
6/20/2005 16:15		5907 CCDHS9 19	CCS DOES NOT FUNCTION 911 AT ALL		DECODER	CAB SIGNALS WENT DARK AND WOULD NOT COME BACK UP. CREW HAS CUTOUT THE			recalibrated system ok	6/20/200

					CAB SIGNALS HAVE DROPPED OUT AND	L713. SIGNALS ARE NOW CUTOUT AND			
		CCS DOES NOT FUNCTION			WILL NOT RECOVER. SHOWS A CODE	CREW IS RUNNING ON ABSOLUTE			
6/23/2005 0:15 UP	4649 AROCER 20	911 AT ALL	9900	NO DEFECTS FOUND	OF	BLOCK.AMR/OMA	B 372	ccs test completed with no defects found.	7/7/2005
						WAYSIDE SIGNAL WAS FLASHING			
					CAB SIGNALS WERE CUTOUT DUE TO	YELLOW 2 TIMES IN A ROW. CREW IS			
6/22/2005 2:2011D	4049 WDVGRR 22	CCS DOES NOT FUNCTION	5442	CUT OUT SWITCH	THE SIGNALS STAYED GREEN WHEN	NOWRUNNING ON ABSOLUTE BLOCK.  AMR/OMA	WW047	RAN CCS DEPARTURE TEST THREE	6/04/0005
6/23/2005 2:30 UP	4049 WDVGRR 22	911 AT ALL	5412	COLOGLEMICH	THE	AMR/OMA	WX817	TIMES, PAST EVERY TIME atc went dark, causing penalty application,	6/24/2005
								found power supply card not properly	
					REPORTED ATC WENT DARK, CAUSING			secured not tightend down, tightend power	
		REPETETIVE FALSE TRIP /			PENALTY APPLICATION MP27, CHICAGO			supply and completed 45 day cabsignal	
6/24/2005 6:45 UP	9056 ABEBE 23	915 CYCLING	5407	RELAYS	SUB.		NZ021	inpection	7/3/2005
						HAVE CUT OUT AT MP 2.1 WEST BOUND			
						ON THE BOONE SUB. GGC/OMArf for atc constant high speed whistlechanged		rf for atc constant high speed whistlechanged out speedo head, new	
					THE ATC WILL NOT ACKNOWLEDGE AT	out speedo head, new prpack handle		prpack handle ok45 day inspection	
6/24/2005 21:50 UP	3047 GCCLAP 24	950 OTHER CAB EQUIPMENT	5407	RELAYS		ok45 day inspection doneob and It good	NZ021	doneob and It good	7/12/2005
								rf for motion light not workingaxle drive	
					THE MOTION HOLIT MOTING BUILD ON			and iso amp ok, adu okchanged out	
6/24/2005 23:10 UP	5031 QNPELX 24	912 ASPECT OUT	E420	HARMON ULTRA-CAB	THE MOTION LIGHT NOT WORKING ON THE ATC CAB SIGNALS. BTD/OMA		NZ021	rack, 45 day inspection done, outbounded and load tested good	6/28/2005
6/24/2003 23.10 OF	5031 QNPELX 24	912 ASPECT 001	5420	HARMON OLTRA-CAB	THE ATC CAB SIGNALS. BTD/OWA	REPAIRED. BTD/OMA UPDATE 08/01:	INZUZ I	and load tested good	0/20/2003
						THE UNMBER SIX TRACTION MOTOR			
		AUDIBLE INDICATOR			CCS AUDIBLE ONLY WORKS PART TIME				
6/25/2005 1:20 UP	6503 CSMKX 21	913 DEFECTIVE	5527	IGBT	DO NOT LEAD IN CCS TERRITORY UNTIL	UNKNOWN. GGC/OMA	NX284Y	REPLACED 6B-, 6B+ AND FUSES	8/5/2005
								RF- CAB SIGNALS GIVING A	
								RESTRICTIVE INDICATION. WILL NOT	
								CHANGE. FOUND AMPLIFIER AND RECALIBRATED TO PROPER	
								SETTINGS. ALL TESTED GOOD AFTER	
								REPAIRS WERE MADE. ALL LOAD,	
					CAB SIGNALS GIVING A RESTRICTIVE	COUT OUT AT MP6 ON THE GENEVA		POWER, & DYNAMICS TESTED GOOD	
6/26/2005 10:54 UP	9054 IG3CHB 25	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	INDICATION AND WILL NOT CHANGE.	SUB. TCC/OMA.	NZ021	ALSO.	7/4/2005
					CAB SIGNALS NOT FUNCTIONING AT			inspected and tested ccs, arrived nop on	
		CCS DOES NOT FUNCTION			ALL, CUT OUT AT MP813 ON THE	TCC/OMA.07/12/05 CAB SIGNALS TEST		point working o/k TESTED AGAIN IN NOP	_,,,,,
6/26/2005 12:56 EMLX	8557 MGRNP 26	911 AT ALL	9900	NO DEFECTS FOUND	RAWLINS SUB.	OK AT COB. BAB/COB.	NX284S	ALL SYSTEMS CHECK OK	7/14/2005
								RF- ATC CAB SIGNALS WOULD NOT	
								ACKNOWLEDGE. FOUND B/O VITAL	
								OUTPUT BOARD. ALSO HAD TO	
								RECALIBRATE. CABSIGNALS, POWER,	
					ATC CUT OUT ACCOUNT THEY WOULD			LOAD & DYNAMICS ALL TESTED GOOD	
0/00/0005 40 001 15	0740 APRIMO 00	044144111 NOT A01/4101411 FD05	5.400		NOT ACKNOWLEDGE. CUT-OUT CPA318		117004	AFTER REPAIRS WERE MADE. NO	0/00/000
6/26/2005 16:22 UP	9742 APDWG 22	914 WILL NOT ACKNOWLEDGE	5420	HARMON ULTRA-CAB	ON THE	TCC/OMA.	NZ021	FURHTER DEFECTS FOUND.	6/29/2005
						LOADING OK AT THIS TIME. TCC/OMA.			
						AX482 07/05/05 UNIT LOADING			
						OK,07/07/05 LOW COOLANT PRESSURE			
						FAULTS, WATER LEVEL GOOD.			
						RESETSWILL NOT HOLD. ENGINE SHUT			
					LIANTE OLIT CUIT TUE CAS CICIO	DOWN. 2123CST-TCC/OMA 07/08/05			
					HAVE CUT OUT THE CAB SIGNAL SYSTEM ACCOUNT IT WILL NOT POWER	UPDATE-HAVE NOW LOST COMPUTER			
6/26/2005 22:15 UP	8126 GSHPNV 20	910 CAB SIGNAL EQUIPMENT	8600	PROJECTS	UP AT	0019CST-TCC/OMA	CX809	no parts of ccs trail in till fixed	7/15/2005
5/20/2000 22.10 01	5.20 55111117 25	OTO OTO OTO THE EQUIT WEIGHT	0000		- · · · · ·	33.0301 100/01/11	37.000	REPLACED #11 ASSY FOR BROKEN	1,10,2000
	I I							PISTON. ALSO ERPLACED #! FUEL	
					NO CREW TO CONTACT BUT			PUMP. LOAD TESTED AND POWER	
		ENGINE DEAD - LUBE OIL			DISPATCHER REPORTS THAT THE UNIT			CHECKED GOOD. UNIT HAD -1 in OF	
6/27/2005 18:30 UP	8049 GDSDIP 24	ENGINE DEAD - LUBE OIL 420 RELATED	2216	CCP DEVICE		DUE TO A BROKEN OIL LINE. AMR/OMA	NX284	CHECKED GOOD. UNIT HAD -1 in OF VACCUME	7/12/2005
6/27/2005 18:30 UP	8049 GDSDIP 24	420 RELATED	2216	CCP DEVICE	DISPATCHER REPORTS THAT THE UNIT IS NOW DIC	NOT GO BACK TO A CLEAR SIGNAL.	NX284	CHECKED GOOD. UNIT HAD -1 in OF VACCUME HAS MADE THREE TRIPS AS LEAD	7/12/2005
		420 RELATED  CCS DOES NOT FUNCTION			DISPATCHER REPORTS THAT THE UNIT IS NOW DIC  CAB SIGNALS HAVE FAILED. THEY HAVE	NOT GO BACK TO A CLEAR SIGNAL. NOW CUTOUT AND CREW IS RUNNING		CHECKED GOOD. UNIT HAD -1 in OF VACCUME HAS MADE THREE TRIPS AS LEAD UNIT WITH CAB SIGNALS WORKED	
6/27/2005 18:30 UP 6/29/2005 3:45 UP	8049 GDSDIP 24 3255 MHKCO 28	420 RELATED		CCP DEVICE	DISPATCHER REPORTS THAT THE UNIT IS NOW DIC  CAB SIGNALS HAVE FAILED. THEY HAVE DROPPED TO RESTRICTING AND WILL	NOT GO BACK TO A CLEAR SIGNAL.	NX284 OZ512	CHECKED GOOD. UNIT HAD -1 in OF VACCUME HAS MADE THREE TRIPS AS LEAD UNIT WITH CAB SIGNALS WORKED FINE	7/12/2005 7/10/2005
		420 RELATED  CCS DOES NOT FUNCTION			DISPATCHER REPORTS THAT THE UNIT IS NOW DIC  CAB SIGNALS HAVE FAILED. THEY HAVE	NOT GO BACK TO A CLEAR SIGNAL. NOW CUTOUT AND CREW IS RUNNING ONABSOLUTEBLOCK. AMR/OMA		CHECKED GOOD. UNIT HAD -1 in OF VACCUME HAS MADE THREE TRIPS AS LEAD UNIT WITH CAB SIGNALS WORKED	
		420 RELATED  CCS DOES NOT FUNCTION 911 AT ALL	5407		DISPATCHER REPORTS THAT THE UNIT IS NOW DIC  CAB SIGNALS HAVE FAILED. THEY HAVE DROPPED TO RESTRICTING AND WILL CAN NOT GET THE CAB SIGNALS TO	NOT GO BACK TO A CLEAR SIGNAL. NOW CUTOUT AND CREW IS RUNNING ONABSOLUTEBLOCK. AMR/OMA		CHECKED GOOD. UNIT HAD -1 in OF VACCUME  HAS MADE THREE TRIPS AS LEAD UNIT WITH CAB SIGNALS WORKED FINE  NO REPAIRS WERE PERFORMED-RUN	
6/29/2005 3:45 UP	3255 MHKCO 28	420 RELATED  CCS DOES NOT FUNCTION 911 AT ALL  CCS DOES NOT FUNCTION	5407	RELAYS	DISPATCHER REPORTS THAT THE UNIT IS NOW DIC  CAB SIGNALS HAVE FAILED. THEY HAVE DROPPED TO RESTRICTING AND WILL CAN NOT GET THE CAB SIGNALS TO POWER UP AT ALL. NOW HVE CUT OUT AT  THE CAB SIGNALS KEEP DROPPING	NOT GO BACK TO A CLEAR SIGNAL. NOW CUTOUT AND CREW IS RUNNING ONABSOLUTEBLOCK. AMR/OMA  MP 22 ON THE PORTLAND SUB. GGC/OMA	OZ512	CHECKED GOOD. UNIT HAD -1 in OF VACCUME  HAS MADE THREE TRIPS AS LEAD UNIT WITH CAB SIGNALS WORKED FINE  NO REPAIRS WERE PERFORMED-RUN OUT OF DOLORES TRAILING/RM	7/10/2005
6/29/2005 3:45 UP	3255 MHKCO 28	420 RELATED  CCS DOES NOT FUNCTION 911 AT ALL  CCS DOES NOT FUNCTION	5407 5412	RELAYS	DISPATCHER REPORTS THAT THE UNIT IS NOW DIC  CAB SIGNALS HAVE FAILED. THEY HAVE DROPPED TO RESTRICTING AND WILL CAN NOT GET THE CAB SIGNALS TO POWER UP AT ALL. NOW HVE CUT OUT AT	NOT GO BACK TO A CLEAR SIGNAL. NOW CUTOUT AND CREW IS RUNNING ONABSOLUTEBLOCK. AMR/OMA MP 22 ON THE PORTLAND SUB.	OZ512 JP016S	CHECKED GOOD. UNIT HAD -1 in OF VACCUME  HAS MADE THREE TRIPS AS LEAD UNIT WITH CAB SIGNALS WORKED FINE  NO REPAIRS WERE PERFORMED-RUN OUT OF DOLORES TRAILING/RM	7/10/2005

7/18/2005 10:00 UP	5457 KMNOA 16	910 CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	ANY	GGC/OMA	NX284S	RF- CUT OUT ATC ACCOUNT OF THEY DO NOT GET ANY WHISTLE. FOUND ATC WHISTLE FUSE BOX B/O. C/O BAD FUSE BOX. LOAD, POWER, &	7/25/200
					THE CAB SIGNALS WILL CYCLE LIKE THEY SHOULD BUT THEY DO NOT HAVE	AUDIBLE INDICATION AT ALL. NOW HAVE CUT OUT AT MP 370.3 WEST BOUND ONTHEHIAWATHA SUB.		moniter/run switch was in monitor posision recalbrated ccs ok worked with emd	
7/17/2005 14:38 UP	5556 CATSH 16	REPETETIVE FALSE TRIP / 915 CYCLING	9900	NO DEFECTS FOUND	THE CAB SIGNALS HAVE BEEN CUT OUT AT MP 128 WEST BOUND ON THE NORTH	PLATTE SUB ACCOUNT THEY KEEP CYCLING ON THEM AND WILL NOT RESPOND.GGC/OMA	NX284	CHECKED BARS-OK TESTED EQUIPMENT - OK NO DEFECTS FOUND.,R.HINRICHS	7/26/200
7/14/2005 16:46 UP	9065 IKRG3 14	CCS DOES NOT FUNCTION 911 AT ALL	5402	CONVERTER	CCS STOPPED WORKING A MP 422.3 WILL BE IN TERM. IN 45 MIN.	CRU WILL TAKE UNIT INTO TERM. TO FINISH TRIP.A/C NOT WORKING.	NZ021	rf for ccs stopped workingchanged out vital output board, calibration and 45 day inspection doneoutbounded and load tested good ( completed by john wilson)	7/18/200
7/14/2005 14:36 UP	5681 CATDT 12	912 ASPECT OUT	9900	NO DEFECTS FOUND	CCS WAS CUT OUT WHEN CURE GOT ON. DJD/OMA	WAS GOING INTO CCS TERRITY. DJD/OMA	NX284W	working ok	7/19/200
7/14/2005 11:50 UP	5153 QNPWXP 14	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	HAVE CUT OUT THE CAB SIGNALS ACCOUNT THEY KEEP CYCLING ON THEM AND	WILL NOT ACKNOWLEDGE AT TIMES. CUT OUT AT MP 232.3 EAST BOUND ON THEKEARNEY SUB. GGC/OMA	B 372	ran a sucessfull cab signal test. no defects found.	7/24/200
7/14/2005 7:00 UP	9468 MSCNP 13	REPETETIVE FALSE TRIP / 915 CYCLING	5403	DECODER	HAVE CUT OUT THE CAB SIGNALS ACCOUNT THE KEEP CYCLING. CUT OUT AT	MP 450 EAST BOUND ON THE SIDNEY SUB. GGC/OMA	NX284S	ccs set too low & atc set too high *recal.* test ok.	7/14/200
7/13/2005 22:37 UP	6719 CIMNA9 11	REPETETIVE FALSE TRIP / 915 CYCLING	5521	PHASE MODULES	CCS CUT-OUT AT MP141 ON THE SEDALIA SUB FOR REPETITIVE FALSE TRIPS	ON CCS TERRITORY. TCC/OMADEFER	X 344D	changed 6 C Inverter and ohase module acct loading faults///self-loaded 2 hours///powered okay	8/10/200
7/13/2005 18:26 UP	5681 MBYNP 12	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS CUT-OUT AT MP169 ON THE KEARNEY SUB ACCOUNT DROP OUT AND	NEVER RECOVERED. WAS ON CAB SIGNAL TERRITORY. TCC/OMA	NX284E	no defects	7/14/200
7/13/2005 5:06 UP	4543 IOABP 10	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS CUT OUT AT MP-245 ON THE KEARNEY SUB. REPETITIVE FALSE	TRIPS ON CAB SIGNAL TERRITORY. TCC/OMA nx284e checked out. working ok 07-13-05	NX284S	tested ok. Load tested, power tested and track tested ok. No other defects found.	7/19/200
7/12/2005 21:31 UP	7036 MSSNP 11	AUDIBLE INDICATOR 913 DEFECTIVE	5503	LOAD REGULATOR	ATC CUT OUT ACCOUNT NO AUDIBLE INDICATION. MP62 ON THE BOONE SUB.		KP643C	replaced cpu and cmpu cards for cab signal system	8/1/200
7/11/2005 18:36 UP	9802 MCHNP 10	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	ATC CUT OUT ON AT MP-289 ON THE BOONE SUB ACCOUNT DROPPED OUT AND	NEVER CAME BACK CAUSING PENALTY APPLICATIONS. TCC/OMA	NX284S	arrived cut in, reset faults, tested o/k	7/12/200
7/9/2005 4:25 UP	7143 CSWAT 07	910 CAB SIGNAL EQUIPMENT	5433	POWER SUPPLY MODULE	ATC CUT OUT AT CP108 ON THE KANSAS CITY SUB ACCOUNT REPEAT PENALTY	APPLICATIONS. ATC HAS NO MOTION LIGHTS. TCC/OMA	NX284C	TVO CARDS. OK NOW. THE F3 FUSE ON THE PWR SUPPLY WAS B/O AND THE TWO OTHER CARDS COULD HAVE HAD AN EFFECT.	7/29/200
7/7/2005 23:02 UP	9031 MDMPR 07	910 CAB SIGNAL EQUIPMENT	5402	CONVERTER	ATC DOES NOT FUNCTION AT ALL. CUT- OUT AT MP181 ON THE CLINTON SUB.	TCC/OMA	NZ021	C/O converter was out of spec. 45 day insp  REPLACED PWR SUPPLY, CPU, AND	7/9/200
7/7/2005 3:04 UP	9054 MDMPR 06	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	ATC CUT OUT AT MP129 ON THE CLINTON SUB ACCOUNT RESTRICTIVE SIGNAL	WOULD NOT CLEAR. TCC/OMA	NZ021	day inspection and calibration done, outbound and load test goodcontrol run release	7/14/200
7/6/2005 11:30 UP	3819 KLAAP 01	911 AT ALL	5402	CONVERTER	CUTOUT	CHEYENNE.AMR/OMA	NZ021	RUN LOAD TEST GOOD  If for atc will not pick up clear signals ( 3x repeater)changed out b/o receivers, 45	7/9/200
7/2/2005 10:34 UP	5668 ORTVE 01	910 CAB SIGNAL EQUIPMENT  CCS DOES NOT FUNCTION	5402	CONVERTER	THE CAB SIGNALS ARE NOT RESPONDING AT ALL. HAVE PASSED 2 BLOCK SIGNALS REPORTED THAT THE CAB SIGNALS WERE DROPPING OUT SO CREW HAS	MODE. NOW HAVE CUT OUT AT MP 98.6 WESTBOUND ON THE GREELEY SUB. GGC/OMA THE SIGNALS AND ARE RUNNING ABSOLUTE BLOCK FROM RAWLINS TO	UP002	c/o ddsp module & tesed ok CCS DOES NOT FUNCTION AT ALL . RECALIBRATED OPS CK. GOOD ENG	7/6/200
7/2/2005 10:20 UP	2983 MCBPR 30	910 CAB SIGNAL EQUIPMENT	5403	DECODER	REAPOND	THEGENEVA SUB. GGC/OMA AND THEY STAY IN THE RESTRICTED	NZ021	did 45 day inspection.	7/6/200
7/1/2005 19:20 UP	4641 LNA41 29	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CREW REPORTS CAB SIGNALS KEPT DROPPING OUT. CUT-OUT AT MP339 ON THE HAVE CUT OUT THE ATC ACCOUNT THEY COULD NOT GET IT TO RESET OR	has no pick upcs inspected, recalibrated system, pick up and drop off now ok, ob and It good (completed by alex williams) WHEN PASSING BLOCK SIGNALS. CUT	NZ021	If for cab signals has no pick upcs inspected, recalibrated system, pick up and drop off now ok, ob and It good (completed by alex williams) cab signal equipment have cut out the atc counld not reset recalibrated atc and ccs	7/4/200

7/19/2005 17:08 UP	8085 SCBBI 19	CCS DOES NOT FUNCTION 911 AT ALL	5708	MICROPROCESSOR	CCS IS CUT OUT BECAUSE IT WAS PUTTING THE UNIT INT PENATLY	PLUS DYN BRAKE WAS SHOWING BRAKING WHEN IT WAS NOT.DJD/OMA	NX284	Replaced MFIO module in cab signal system. Cab signal system tests okay.Loadbox and system checks okay.	7/22/2009
						PENALTY SEVERAL TIMES. DJD/OMA UPDATE 08/17: NOW WORKING ON THE CJROM15 AND IS DEAD WITH LOW OIL PRESSURE INDICATIONS. FOUND THAT THE UNITWAS LOW ON WATER WITH NO VISIBLE LEAKS. FILLED BUT WILL NOT START ACCOUTOF DEAD OR			
7/20/2005 15:15 UP	6467 CNANK9 18	CCS DOES NOT FUNCTION 911 AT ALL	5412	CUT OUT SWITCH	CCS WAS CUT-OUT AT MP- 68. BECAUSE IT IS PUTTING THE UNIT INTO	WEAK BATTERIES. ALSO THE FUEL HAS	NX284C	CHECKED OUT OK	8/26/200
					HAVE CUT OUT THE ATC ACCOUNT IT WILL NOT ACKNOWLEDGE AT ALL AND	HANDLE TO ACKNOWLEDGE DOES NOT	-		
7/23/2005 8:55 UP	3044 MPRCL 23	950 OTHER CAB EQUIPMENT	5408	AUDIBLE INDICATOR	THE CREW REPORTED CCS KEEPS	WORK. GGC/OMA	NZ140	none	7/24/200
7/27/2005 11:08 UP	7503 MNPWV 27	REPETETIVE FALSE TRIP / 915 CYCLING	9900	NO DEFECTS FOUND	ON THE	S. SIDNEY SUB. RUNNING ON ABSOLUTE BLOCK. LJE/OMA	WX817	no defects found	7/28/200
7/27/2005 12:25 UP	4250 IGSAP7 24	REPETETIVE FALSE TRIP / 915 CYCLING	9320	OTHER	REPORTED CAB SIGNALS CAUSING REPETITIVE CYCLING, CUTOUT CCS.	ABSOLUTE BLOCKED. RLD/OMA	NX284E	NO DEFECTS FOUND	7/28/200
7/29/2005 13:41 UP	9507 MNPFW 28	910 CAB SIGNAL EQUIPMENT	5301	ELECTROLYTE	UNABLE TO RECOVER FROM CCS PLENTY. CUT OUT CCS AT MP.64 ON THE KANSAS	SUB. LJE/OMA07/29 RPTD DIED, UNABLE TO START, NO FAULTS TRIPPED. ENGINE OUT OF WATER.RLD/OMANO DEFECTS FOUND AT KCEJH/KCMO	TP250S	serviced batteries and changed out bad module in cab signal, no water leaks found.	7/31/200
7/30/2005 14:30 UP	5556 CBMHL 28	910 CAB SIGNAL EQUIPMENT		NO DEFECTS FOUND	THE CAB SIGNALS KEEPS CYCLING ANI WILL NOT RESPOIND. NOW HAVE CUT OUT			NO DEFECTS	7/30/2008
7/31/2005 0:39 UP	5556 CBMHL 28	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS DROPPED OUT AND NEVER RETURNED. CUT-OUT AT MP-28 ON THE	2 NOP SUB ON CAB SIGNAL TERRITORY.TCC/OMA AT NX283 ON THE NOP SUB IN CAB	NX284E	ARRIVED CCS CUTIN .	9/21/200
7/31/2005 0:51 UP	4543 KTSAH2 26	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CAB SIGNALS DROPPED OUT AND NEVER RETURNED. CAB SIGNALS CUT- OUT  CAB SIGNALS CUT OUT AT MP-263 ON	SIGNAL TERRITORY. NOW UNDER ANABSOLUTEBLOCK AND SPEED RESTRICTION. TCC/OMAUPDATE 07/31: WILL NOT LOAD ACCOUNT OF LOW OIL PRESSURE FAULTS AND WILLNOT RESET. GGC/OMA	NZ005	Found TVO card b/o, replaced It and completed 60 day cab signal inspection ok.  Rf for train control dropping out. Found amplifier out of calibration. Calibrate and	8/2/200
7/31/2005 3:38 UP	3856 QNPCH 30	CCS DOES NOT FUNCTION 911 AT ALL	5401	AMPLIFIER	THE KEARNEY SUB ACCOUNT THEY WOULD	NOT FUNCTION AT ALL. CUT-OUT IN CCS TERRITORY. TCC/OMA	NZ021	perform 45 day inspection criteria, no other defects noted.	r 8/4/200
8/1/2005 6:35 UP	4631 AGBML 31	950 OTHER CAB EQUIPMENT	5708	MICROPROCESSOR	UNIT HAS BAD ATC, CAN NOT GET THE CLEAR SIGNAL TO WORK WITH THE SELF	TEST OR WITH THE LOOP. GGC/OMA	NX284S	REPLACED MFI0 CARD.TEST OK.	8/4/200
					HAVE CUT OUT THE CAB SIGNALS AT MP 689.5 WEST BOUND ON THE	SUB. THE CAB WOULD NOT RESPOND AND STAYED IN THE RESTRICTING MODE PASS3 BLOCK SIGNALS.		INSP. AND TESTED CAB SIGNALS WITH NO DEFECTS FOUND. OUTBOUND LOAD TESTEDGOOD. HP=6050, MA=0.0, MANO=-6.2,	
8/1/2005 9:08 UP	8926 MNPHKB 30	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	RAWLINS THE CAB SIGNALS KEEP CYCLING ON THEM. NOW HAVE CUT OUT AT MP 694	GGC/OMA  BOUND ON THE LARAMIE SUB.	OX591	LOP=16/81, LR=100%	8/4/200
8/1/2005 11:25 UP	7123 GEKEKH 27	910 CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	CREW REPORTED UNABLE TO	GGC/OMA  CAB SIGNALS AT MP. 201. LJE/OMA = CNW SIDE OF CCS FAILED DEPARTURE	NX284G	Relaibrated CCS and it tested ok	8/2/200
8/3/2005 13:00 UP	2433 ZYCMX 03	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	RECOVER CAB SIGNALS PENALTY. CU' OUT THE CAB SIGNALS DROP OUT TO	T TEST;UP SIDE TEST OK; PUT ON CONTROL RUN 08/11/05 = INDEPNDENT AIR SET. NOW HAVE CUT	SP760S		8/26/200
8/5/2005 6:40 UP	4919 MNPNA 04	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	RESTRICTIVE WHEN THEY HAVE ABOUOT 20 LBS OF THE CAB SIGNALS KEEP CYCLING ON	OUT AT MP 292 WEST BOUND ON THE SIDNEYSUB. GGC/OMA	NX284S	harman system was in calibration module recalibrated (settings too low) tested good.	. 8/10/200
8/5/2005 13:00 UP	7518 MNPEW 05	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THEM, NOW HAVE CUT OUT AT MP 287 SOUTH HAVE CUT CUT THE CAB SIGNALS AT	BOUND ON THE KEARNEY SUB. GGC/OMA	B 372E	tested ok, NDF	8/8/200
8/5/2005 16:50 UP	4358 MRVNP 31	AUDIBLE INDICATOR 913 DEFECTIVE	5403	DECODER	MP 977.7 EAST BOUND ON THE EVANSTON SUB. HAVE CUT THE CAB SIGNALS OUT	ACCOUNT THE AUDIBLE INDICATOR DOES NOT WORK. GGC/OMA	RV323S	CHANGE OUT CARD	8/12/2009
8/5/2005 17:00 UP	3330 MMONPX 03	910 CAB SIGNAL EQUIPMENT	<u>54</u> 10	WIRING	ACCOUNT THE CAB SIGNALS OUT ACCOUNT THEY WILL NOT WORK AT ALL. CUT AT	MP 43.1 ON THE HIAWATHA SUB. GGC/OMA	NX284S	retainer for amplifier loose - re-seated and calibrated - tests o/k	8/6/200

Control   Cont						1	CNW PORTION OF CAB SIGNALS CUT	REPETITIVE CYCLING AND FALSE	1		1
## COUNTY OF STOTE AND PRODUCT				REPETETIVE FALSE TRIP /							
THE ACT OF DATA OFFICE AND COLOR ASSAULT FOR STORM FOR	8/5/2005 19:58	UP	6481 MNPSS 05	915 CYCLING	9900	NO DEFECTS FOUND	FOR	TERRITORY.TCC/OMA	NX284E		8/13/200
96000 \$1000P										on clear track)changed amplifier,	1
## 1001 10 10 10 10 10 10 10 10 10 10 10 1	8/6/2005 16:00	UPY	645 SWTCH	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER			NZ021		8/12/200
### CONTRITOR OF COLORS   100	5, 5, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2,										
## WAST BOOK TO UP TO BUILDER IN THE PART OF THE PART	8/6/2005 16:05	UPY	744 YBO51 05	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	BUT TAKE THE AIR AS SOON AS YOU	ACKNOWLEDGE. GGC/OMA	NZ021	c/o out rec.	10/31/200
860000 \$11.0P 64F DOMA 50							MP 59 WEST BOUND ON THE	THEM AND WOULD NOT CORRESPOND			
STATE   Code	8/6/2005 17:00	UP	7006 UGLSEB 04	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER			MX283D	CPU was b/o, c/o and checked ok	9/15/2008
## ACC ST DUT NATIONAL FOR PROPERTY AND ACC ST DUT THE ACT ACC ST DUT THE ACC ST	0/0/0005 40:40	D	CAAZ CIVVOM OC	OAO OAD CIONAL FOLIEDAFNIT	0000	NO DEFECTO FOLIND			ND400		0/0/000
ACCOUNT OF THE PROPERTY OF T	8/6/2005 19:12	UP	6447 CKASIVI 06	910 CAB SIGNAL EQUIPMENT	9900	INO DEFECTS FOUND		BLOCK. TOC/OMA	NP 102	performed sell test working	8/9/2003
SERVICE PRICE A TO WAS NOT   SERVICE PRICE AS A SERVICE COMPANY   SERVICE PRICE PR	8/8/2005 5:07	HP	4754 KLAG1 03		5405	MAGNET VALVE			IP016S	ATC MAG VALVE B/O	8/16/2004
990000 00 00 00 00 00 00 00 00 00 00 00	0/0/2003 3.07	OI .	4734 KEACT 03	STOCTOLING	5400	INACIVET VALVE	CREW REPORTED A ATC WAS NOT		31 0103		0/10/2000
19/2000 14/2   19/2000 14/200 14/2000 1	9/0/200E 0:22	LID	5205 IC2OA 07	OAOLA T.C.C. FOLUDMENT	5400				NZOOF		0/46/2005
### 2000 SAN (PC # 170 KNR PN F * 170 KNR SONN EQUIPMENT * 5400 KNR NO ULTRA-CAB ** SURVING ON ULTRA-C	8/9/2005 0:23	UP	5205 IG2OA 07	940 A.T.C.S. EQUIPMENT	5420	HARMON ULTRA-CAB		THE BOONE SUB. LJE/OMA	NZ005	asadvertised.	8/16/2005
## AUTO SEGUE ##	- /- /										
SAMP SUB. THIS IS ON CES. INSPIRED AND MONOPHICATION AT CALL STATE AS ADMINISTRATION AND CONTROL TO THE ACCURATION AND CONTROL	8/9/2005 0:44	UP	4273 MNPNA 07	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	RUNNING ON	I .	OX591	RECALIBRATE AND TESTED OK	8/12/2005
CAS SIGNALS WILL NOT FUNCTION A								SANDY SUB. THIS IS ON CCS TERRITORYAND NOWOPERATING			
CG DGE NOT PUNCTION  1500 BRAKE VALVE  ALL SYNS ON RED PERSTRUTTIVE  ALL SYNS ON RED PERS RUS ON SON SON SON SON SON SON SON SON SON											t
### ATE   ### AT							CAB SIGNALS WILL NOT FUNCTION AT				
## 122005 13-26 UP 500 KT621 08 910 CAB SIGNAL EQUIPMENT 5420 PARMON ULTRA-CAB WAYE CUT DIT THE ATC ACCOUNT TH	0/40/0005 0:00	un	4040 10504 40				,		NZOOF		0/00/000/
### ATE MOTION LIGHT REVER GOSS OUT. TERRITORY AND TRAIN NOW IS ### ACCUSIONAL FOUNDMENT  ### AC	8/12/2005 3:08	UP	4012 ISEG1 10	911A1 ALL	1600	BRANE VALVE	HAVE	NEXT STOP. LJE/OWA	NZ005	every thing is operating normal.	8/20/2005
### 12000 \$100 UP 7531 ASJIH 06 900 OTHER CAB EQUIPMENT 5420 HARMON ULTRA-CAB HAVE CUT SIGNALS OUT AT IMP-159 SUB- GGCCMA. If or one signals not working							ATO MOTION LIQUIT NEWED COSTS OUT				
### 55 EAST BOUND ON THE GENEVA ### 56 EAST BOUND ON THE GENEV	8/12/2005 5:09	UP	5040 KTSG21 08	910 CAB SIGNAL FOLIPMENT	5420	HARMON UI TRA-CAB			NZ021S	RECALIBRATED SYSTEM	8/13/2005
### HAVE CUT OUT THE ATC ACCOUNT IT WILL NOT CYCLE AT ALL HAVE CUT OUT ALL	0, 12,2000 0.00	0.	CO TO THE COLOR	OND GIGHNE EAGH WEITH	0120	THE WORLD	THINE OUT GIGHNAES GOT AT MIT 100	MP 65 EAST BOUND ON THE GENEVA	1420210	THE STEID TO TEM	0/10/2000
MAYE CUT OUT THE ATC ACCOUNT IT WILL NOT CYCLE AT ALL HAVE CUT   Support on the departure tested good, ob and it good											
#122005 90.0 UP 7531 ASJH 06 950 OTHER CAB EQUIPMENT 5420 HARMON ULTRA-CAB OUT AT will NOT CYCLE AT ALL HAVE CUT and it good							HAVE CUT OUT THE ATC ACCOUNT IT				
RF-CAB SIGNALS WERE CUT OUT ACCOUNT AFTER PASSING 2 BLOCKS SIGNALS WERE CUT OUT ACCOUNT AFTER PASSING 2 BLOCKS SIGNALS WOULD NVER GET A CLEAR INDICATION. NOW HAVE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WOULD NVER GET A CLEAR INDICATION. NOW HAVE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT ACCOUNT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT ACCOUNT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT ACCOUNT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS OF THE PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS OF THE PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSING 2 BLOCK SIGNALS WERE CUT OUT AT ME AFTER PASSIN											
ACCOUNT REPASSING 2 BLOCKS SIGNALS WOULD NOT CLEAR FOUND SIGNALS W	8/12/2005 9:00	UP	7531 ASJIH 06	950 OTHER CAB EQUIPMENT	5420	HARMON ULTRA-CAB	OUT AT	lemons	NZ021	goodcompleted by mack lemons	8/16/2005
## ATC DROPPED OUT AND WOULD NOT ACKNOWLEDGE AND THEN TOOK THE ATC DROPPED OUT AND WOULD NOT ACKNOWLEDGE AND THEN TOOK THE ATC DROPPED OUT AND WOULD NOT ACKNOWLEDGE AND THEN TOOK THE ATC DROPPED OUT AND WOULD NOT ACKNOWLEDGE AND THEN TOOK THE GREVEY SUBGEGOIMAN.  ### ATC DROPPED OUT AND WOULD NOT ACKNOWLEDGE AND THEN TOOK THE GREVEY SUBGEGOIMAN.  ### ATC DROPPED OUT AND WOULD NOT TOOK THE GREVEY SUBGEGOIMAN.  ### ATC DROPPED OUT AND WOULD NOT TOOK THE COUT ATT MP 123.  ### ATC DROPPED OUT AND WOULD NOT TOOK THE GREVEY SUBGEGOIMAN.  ### ATC DROPPED OUT AND WOULD NOT TOOK THE GREVEY SUBGEGOIMAN.  ### ATC DROPPED OUT AND WOULD NOT TOOK THE GREVEY SUBGEGOIMAN.  ### ATC DROPPED OUT AND WOULD NOT TOOK THE GREVEY SUBGEGOIMAN.  ### ATC DROPPED OUT AND WOULD NOT TOOK THE COUT AT MP 123.  ### ATC DROPPED OUT AND WOULD NOT TOOK THE ATC UNIT IN T	8/12/2005 13:25	UP	5436 IGNG21 08	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	AFTER PASSING 2 BLOCK SIGNALS	INDICATION. NOW HAVE CUT OUT AT MP 195 EAST BOUNDON THE GENEVA SUB. GGC/OMA	NZ021	ACCOUNT AFTER PASSING 2 BLOCKS SIGNALS WOULD NOT CLEAR. FOUND SIGNALS VERY MUCH OUT OF CALIBRATION. CHECK ALL SYSTEMS. RECALIBRATED SIGNALS. PREFORMED 45 DAY INSPECTIONS	8/14/2005
THE ATC DROPPED OUT AND WOULD NOT ACKNOWLEDGE AND THE ATC. NOW HAVE CUT OUT ATM P92.5 WAST BOUNT ON THE GENEVA SUBGISCIOMA  NX284S replaced defective cpu atc-ccs test ok.  8/14/2005 19:13 UP 3945 IPDG1 11  910 CAB SIGNAL EQUIPMENT 5420 HARMON ULTRA-CAB  THE AIR OROPPED OUT AND WOULD NOT COME HAVE CUT OUT ATM MP 92.5 WAST BOUNT ON THE GENEVA SUBGISCIOMA  NX284S replaced defective cpu atc-ccs test ok.  8/14/20  CREW REPORTED CAB SIGNAL DROPPED OUT AND WOULD NOT COME HAVE CUT OUT CAS ATM P123.  REPORTED CAB SIGNAL DROPPED OUT AND WOULD NOT COME HAVE CUT OUT ATM MP 910 CAB SIGNAL EQUIPMENT  SAME PROPER DOT AND WOULD NOT COME HAVE CUT OUT ATM MP 915 CYCLING  THE ATC DROPPED OUT AND WOULD NOT WAND WOULD NOT WAND WOULD NOT COME HAVE CUT OUT ATM MP 11  THE ATC DROPPED OUT AND WOULD NOT WAND WOULD NOT WAND WOULD NOT COME HAVE CUT OUT ATM MP 11  THE ATC DROPPED OUT AND WOULD NOT WAND WOULD NOT WAND WOULD NOT COME HAVE CUT OUT ATM MP 11  THE ATC DROPPED OUT AND WOULD NOT COME HAVE CUT OUT ATM MP 11  THE ATC DROPPED OUT AND WOULD NOT COME HAVE CUT OUT ATM MP 11  THE ATC DROPPED OUT AND WOULD NOT COME HAVE CUT OUT ATM MP 11  THE ATC DROPPED OUT AND WOULD NOT COME HAVE CUT OUT ATM MP 11  THE ATC DROPPED OUT AND WOULD NOT COME HAVE CUT OUT ATM MP 11  THE AIR TO KNOWLEDE AND WOULD NOT COME HAVE CUT OUT ATM MP 11  THE AIR TO TAKE WAS SUBGESCOMA  NX284S replaced defective cpu atc-ccs test ok.  8/14/20  CREW REPORTED CAB SIGNAL  CAB SIGNAL KEEP DROPPING OUT  CAUSING A PENALTY, CUT OUT ATM MP 11  REPETETIVE FALSE TRIP /  REPETETIVE FALSE TR											
8/12/2005 17:38 UP 5033 MELNP 12 910 CAB SIGNAL EQUIPMENT 5420 HARMON ULTRA-CAB THE AIR. NOT ACKNOWLEDGE AND THEN TOOK THE GREEVEX SUBGGC/OMA NX284S replaced defective cpu atc-ccs test ok. 8/14/20 RUNNING ON ABSOLUTE BLOCK NOW. LIF/OMAQ8/15 RPTD CAB SIGNALS DROPPED OUT, WOULD NOT COME UP. RUNNING ON ABSOLUTE BLOCK. NZ005 as advertised. 8/14/2005 19:13 UP 3945 IPDG 1 11 910 CAB SIGNAL EQUIPMENT 5406 RECEIVER BARS BAD UP REPETITIVE FALSE TRIP / 915 CYCLING 5410 WIRING CAB SIGNAL SURVEY CALSING A PENALTY, CUT OUT AT MP 82.5 WAST BOUNT ON THE GREEVEX BARS BOUNT ON THE BLOCK NOW. LIF GREEVEX BARS BOUNT ON THE GREE							THE ATC DROPPED OUT AND WOULD				
HAD TO CUT OUT CCS AT MP 123. RUNNING ON ABSOLUTE BLOCK NOW. LE/CMA08/15 RPTD CAB SIGNALS DE/CMA08/15 R							NOT ACKNOWLEDGE AND THEN TOOK	CUT OUT AT MP 92.5 WAST BOUNT ON			
RUNNING ON ABSOLUTE BLOCK NOW. LJ/OMA08/15 RPTD CAB SIGNAL DROPPED OUT AND WOULD NOT COME BAD UP  8/14/2005 19:13 UP 3945   PDG1 11 910 CAB SIGNAL EQUIPMENT 5406 RECEIVER BARS BAD UP  8/14/2005 20:37 UP 5510   IG1SE 11 915 CYCLING REPETETIVE FALSE TRIP / REPORTED CAB SIGNALS CUT OUT AT MP 11 REPORTED CAB SIGNALS CUT OUT AND WOULD NOT COME RUNNING ON ABSOLUTE BLOCK.	8/12/2005 17:38	UP	5033 MELNP 12	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE AIR.		NX284S	replaced defective cpu atc-ccs test ok.	8/14/2005
B/14/2005 19:13 UP 3945 IPDG 1 11 910 CAB SIGNAL EQUIPMENT 5406 RECEIVER BARS DROPPED OUT AND WOULD NOT COME BAD UP RUNNINGON ABSOLUTE BLOCK.  REPETETIVE FALSE TRIP / S410 WIRING PROPPED OUT AND WOULD NOT COME BAD UP RUNNINGON ABSOLUTE BLOCK.  REPETETIVE FALSE TRIP / S410 WIRING PROPPED OUT AND WOULD NOT COME REPETETIVE FALSE TRIP / REPETET								RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA08/15 RPTD CAB SIGNALS			
8/14/2005 19:13 UP 3945 IPDG1 11 910 CAB SIGNAL EQUIPMENT 5406 RECEIVER BARS BAD UP RLD/OMA NZ005 as advertised. 8/16/20  CCS ELECTRICIAN COMPLETED 45 DAY INSPECTION ON CCS. REPAIRED LOOS WIRING ON POWER SUPPLY IN CAUSING A PENALTY, CUT OUT AT MP 8/14/2005 20:37 UP 5510 IG1SE 11 915 CYCLING 5410 WIRING  REPETETIVE FALSE TRIP / REPETETIVE FA									Ì	• •	
CAB SIGNAL KEEP DROPPING OUT CAUSING A PENALTY, CUT OUT AT MP 8/14/2005 20:37 UP 5510 IG1SE 11 PREPETETIVE FALSE TRIP / 915 CYCLING 5410 WIRING 202 LIB/OMA NX284S PROCESS WORKED. LOAD BOXED . 8/24/20 CREW REPORTED CAB SIGNALS CAB SIGNALS CUT OUT AT MP 11 DROPPED OUT AND WOULD NOT COME RUNNING ON ABSOLUTE BLOCK. REplaced DDSP and recalibrated CCS.	8/14/2005 19:13	UP	3945 IPDG1 11	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS			NZ005		8/16/2005
REPETETIVE FALSE TRIP / DROPPED OUT AND WOULD NOT COME RUNNING ON ABSOLUTE BLOCK. Replaced DDSP and recalibrated CCS.	8/14/2005 20:37	UP	5510 IG1SE 11		5410	WIRING	CAUSING A PENALTY, CUT OUT AT MP 202		NX284S	DAY INSPECTION ON CCS . REPAIRED LOOSE WIRING ON POWER SUPPLY IN CAB SIGNAL CABINET. RELIABLITY	
				DEDETETIVE EALOR TOLO						Penlaged DDSD and resulting to 1 CCC	
$O(D(Z) \cup Z) \cup$	8/16/2005 2:22	LIP	6031 MCBNP 16	REPETETIVE FALSE TRIP / 915  CYCLING	5/10	WIRING	DROPPED OUT AND WOULD NOT COME BACK.	RUNNING ON ABSOLUTE BLOCK.	NX284G	Replaced DDSP and recalibrated CCS.  Okay for service.	8/17/2005

		T			LINIT COES INTO DENALTY AT 45 MDLL	DOSCIDI E OVED SPEED SET TO LOW	1	rankagad anagad polikration box unit tootad	1
8/16/2005 18:30 UP	3780 AWSDO 16	10 AIR BRAKES	5509	WIRING	UNIT GOES INTO PENALTY AT 45 MPH ICCS IS CUT OUT STILL NOT HELP.	POSSIBLE OVER-SPEED SET TO LOW. LJE/OMA	JP016	replaced speed calibration box unit tested ok after c/o	8/19/200
0/10/2003 10:50 01	3700 AWSDO 10	TO AIR DIVARES	3303	WIKING	CCC 13 CCT CCT CTTLE NOT TILL!	ESE/OWA	01 010	RF- CREW REPORTED ATC NOT WORKING. KEEPS DROPPING OUT. RECALIBRATED SIGNALS. LOAD, POWER, & DYNAMICS ALSO ALL	0/19/200
8/17/2005 3:40 UP	5983 CWIBM 15	940 A.T.C.S. EQUIPMENT	5420	HARMON ULTRA-CAB	CREW REPORT ATC IS NOT WORKING, KEEPS DROPPING OUT CUT OUT AT	MP 55. LJE/OMA	NZ021	CHECKED GOOD. NO FURTHER DEFECTS FOUND AFTER REPAIRS WERE MADE.	10/11/200
					HAVE CUT OUT THE ATC AT MP 35 ON	OUT RESTRICTIVE AFTER PASSING A 3			
8/17/2005 12:00 UP	5565 CNAWK 13	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE KENOSHA SUB ACCOUNT THE ATC DROPPED	RESET.GGC/OMA	NP162	SELF TESTED NO DEFECTS FOUND	10/4/200
					THE CAB SIGNALS DROPPED OUT AND STAYED IN THE RESTRICTIVE MODE &	CAME BACK UP. NOW HAVE CUT OUT AT MP 626 EAST BOUND ON THE KEARNEY SUB.GGC/OMA UPDATE 8/22/05 3:17 CST CREW REPORTED UNIT TRIPPED FAULT CODE2419 FOR AXLE ALT FEEDBACK PROBLEMS AND RADAR			
8/17/2005 14:38 UP	3856 IGNCH6 13	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	NEVER	FAUULTS. LJE/OMA	NZ005	changed out both atc receivers tests ok	8/30/200
8/18/2005 7:40 UP	4150 KTSG21 15	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNAL WOULD DROP OUT BETWEEN BLOCK INDICATION AND WOULD NOT	COME BACK UP UNTIL THE NEXT BLOCK SIGNAL. NOW HAVE CUT OUT AT MP 764EAST BOUND ON THE RAWLINS SUB. GGC/OMA	NX284E	no defects	8/19/200
0/00/0005 40 00 UD	TOTAL MODNID OF	OAO OAD OIGNAL FOLUDAFNIT	0000	NO DEFECTO FOLIND	REPORTED CAB SIGNALS DROP OUT	DI DIOMA	N1)/00 4)/		0/44/000
8/23/2005 16:30 UP	7214 MGRNP 23	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	REPEATEDLY, CUTOUT CCS.	RLD/OMA	NX284Y	checked and found no defect	9/11/200
8/24/2005 14:54 UP	6577 CJOBM9 21	CCS DOES NOT FUNCTION 911 AT ALL	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS WENT DARK AND WOULD NOT COME BACK, CUTOUT	CCS. MP182.50, KEARNEY SUB.	NX284Y	RAN SYSTEM THROUGH A COMPLETE 92 DAY TEST, ALL CHECK GOOD, NO FAULTS INLOG. CYCLED SYSTEM THROUGH WITH TRACK LOOP NUMEROUS TIMES. ALL CHECK GOOD	8/24/200
0/04/0005 40 40 40	5500 10504 00	AUDIBLE INDICATOR	5404	AODEOT DIODI AV	REPORTED CAB SIGNAL AUDIBLE	DI DIOMA	17005	replaced adu, 45 day inspection	0/7/000
8/24/2005 16:18 UP	5506 ISEG1 20	913 DEFECTIVE	5404	ASPECT DISPLAY	INDICATOR QUIT WORKING.  CAB SIGNAL ACKNOWLEDGE SWITCH	RLD/OMA	NZ005	completed tested ok	9/7/200
8/24/2005 19:37 UP	7113 CWBCD 22	910 CAB SIGNAL EQUIPMENT	5410	WIRING	BROKE, GETTING PENALTY APPLICATIONS.	CUT OUT ON CCS TERRITORY AT MP- 260 ON THE KEARNEY SUB. TCC/OMA	NX284W	changed acknowledge switch.tested ok	8/24/200
					REPORTED CAB SIGNALS CUTOUT				
8/25/2005 8:17 UP	4295 MNPLV 23	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	ACCOUNT DID NOT GET RESTRICTED SIGNAL.	MP686.5 RAWLINS SUB. ABSOLUTE BLOCK. RLD/OMA	NX284S	gpo-005 new. recalibrated and tested ok.	8/29/200
					ATC DROPPED OUT AND NEVER RECOVERED. CUT OUT ON AT MP-250	BOONE SUB OPERATING IN ATC TERRITORY. NOW UNDER ABSOLUTE		OUT OF CALIBRATION	
8/25/2005 19:28 UP	6448 CSHJR 22	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	ON THE	BLOCKTCC/OMA	NX284S	RECALIBRATED. TESTED OK	9/20/200
8/26/2005 2:22 UP	5168  AMLKSR 24	AUDIBLE INDICATOR 913 DEFECTIVE	9900	NO DEFECTS FOUND	CAB SIGNALS CUT OUT IN OGDEN YARD		ZA018D	CHECKED SLIP RING BRUSHES.AUX GEN C/B.LOAD TESTED.SPOKE TO EMD (MARTY)ONE TIME FAULT.PROBABLY A FLUKE.INBOUND AS A SINGLE UNIT.NO DEFECT REPORTEDBY ENGR.	9/12/200
9/29/2000 2:22 0:	0.000 /	0.002.20.002	0000		CREW REPORTED CAB SIGNALS WERE		2,10.02	1121 01112331 2110111	0/12/200
8/27/2005 23:27 UP	5417 AMLKSB 24	912 ASPECT OUT	0000	NO DEFECTS FOUND	CUT OUT AT MP 162 ACCOUNT OF ASPECTS	WERE NOT WORKING, AUDIBLE WAS ONLY WORKING. LJE/OMA	WX510	working	8/31/200
0/21/2003 23.21 UF	OTTI AWENOD 24	312/ASFECT 001	9900	NO DEL COLO I COMD	ATC WAS CUT OUT AT MP 118	ONE I WORKING, EJE/OWA	44V210	WORKING	0/31/200
9/20/2005 5:5411D	GETTI CCADM 26	OAOLA T.C.S. FOLUDAMENT		ATCS CURCUIT BREAKER	ACCOUNT OF KEEPS DROPPING OUT .	ARCOLLITE DI OCK NOME LIFTOMA	WD640D	DECALIBRATED ATC	10/E/000
8/29/2005 5:51 UP	6577 CCAPM 26	940 A.T.C.S. EQUIPMENT	5908	DEFECTIVE	RUNNIG ON	ABSOLUTE BLOCK NOW. LJE/OMA	WD640D	RECALIBRATED ATC	10/5/200
8/29/2005 16:50 UP	8243 CNHSB 27	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	CUT OUT THE CAB SIGNALS AT MP 34.25 ACCOUNT THE DROPPED OUT AND WOULD	NOT RESPOND TO THE BLOCK SIGNALS. CUT OUT ON THE SO MORRILL SUB WESTBOUND. GGC/OMA	NX284	Multiple Faults - Replaced DDSP Module. Calibration, Pickup/Dropout, DEP Test All OK.	9/10/200
8/29/2005 22:17 UP	3233 MGRDV 29	REPETETIVE FALSE TRIP / 915 CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CUT OUT AT MP-721.5 ON THE RAWLINS SUB FOR REPETITIVE	FALSE TRIPS CAUSING PENALTY APPLICATIONS WHILE IN CCS TERRITORY.TCC/OMA	WX510	no defects found, working ok	8/31/200
					LOST POWER TO THE ATC, NOW HAVE CUT OUT AT MP 104 EAST BOUTD ON			RF for train control failure. FoundATC power supply shorted. Replace power supply and perform 45 day inspection	
8/30/2005 6:40 UP	3079 MASPR 29	910 CAB SIGNAL EQUIPMENT	5402	CONVERTER	THE  CCS CUT OUT AT MP-B67 ON THE	GENEVA SUB. GGC/OMA  DARK AND NOW CCS WILL NOT FUNCTION AT ALL. OPERATING UNDER	NZ021	criteria. No other issues noted.	9/10/200
9/6/2005 12:31 UP	3054 MGICB 06	CCS DOES NOT FUNCTION 911 AT ALL	5404	ASPECT DISPLAY	COLUMBUS SUB ACCOUNT ASPECTS ALL WENT	ANABSOLUTE BLOCK IN CCS TERRITORY. TCC/OMA	NX001	REPLACED BURNT OUT GREEN ASPECT. EVERYTHING WORKING.	9/6/200
					THE CAB SIGNALS DROPPED OUT AND WOULD NOT RESPOND. NOW HAVE	AT MP 300 WEST BOUND ON THE			

					HAVE CUT OUT THE CAB SIGNALS AT				
9/7/2005 5:10 UP	4075 QPDNP 04	914 WILL NOT ACKNOWLEDGE	5409	TIMER	MP 846 EAST BOUND ON THE POCATELLO	SUB. THE WOULD NOT RESPOND OR ACKNOWLEDGE AT ALL. GGC/OMA	NX284S	tested ccs/atc,tested o/k	9/14/2005
					RAWLINS, WY REPORTED UNIT HAS CAB SIGNALS CUT OUT AND RUNNING	ABSOLUTE BLOCK NOW. LJE/OMA parts			
9/7/2005 13:35 UP	4128 MNPRV 05	910 CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	ON	nis at rsvl ccs reciever bars b/o	SP760	trailed out of west colton ok	9/20/2005
					CREW REPORTED THAT THE CAB	KEEP CAUSING A PENALTY AND WILL NOT RECOVER. RUNNING ON			
0/0/0005 40 00115	5477 444 (405 00	OVO CAR CIONAL FOLIRMENT	0000	NO DEFECTO FOLIND	SIGNALS ARE CUT OUT ACCOUNT OF	ABSOLUTE BLOCKNOW. CUT OUT AT	V 0 4 4 5	WERE NOT PROPERLY SETUP. SETUP	40/0/000
9/9/2005 16:03 UP	5177 AMLKSR 06	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THEM	MP 147. LJE/OMA	X 344E	& TESTED WITH -NDF changed analog input and vital output	10/3/2005
					CAB SIGNALS KEEP DROPPING OUT			cards,calibrated atc and ccs,did departure	
					FOR NO REASON. CUT OUT MP-272.5	BOONE SUB ON CCS TERRITORY. NOW		test ok LOAD, POWER, & DYNAMICS ALL TESTED GOOD. NO FURTHER	
9/10/2005 14:37 UP	9065 QPRNP 09	910 CAB SIGNAL EQUIPMENT	5403	DECODER	ON THE	UNDER ABSOLUTE BLOCK. TCC/OMA WAS ON CCS TERRITORY AND IS NOW	NZ021	DEFECTS FOUND.	9/13/2005
		AUDIBLE INDICATOR			CAB SIGNALS CUT OUT MP-48.5 ON THE			Found ADU b/o c/o completed 60 day train	
9/10/2005 16:28 UP	5162 IDUSE 09	913 DEFECTIVE	5404	ASPECT DISPLAY	HIAWATHA SUB ACCOUNT NO AUDIBLE THE ATC KEEPS TAKING THE AIR ON	. ABSOLUTEBLOCK. TCC/OMA	NZ005	control inspection all tested good.	9/23/2005
					THEM AND IS SET TOO LOW. NOW	CUT OUT AT MP 138.9 WEST BOUND ON		ATC /speedo C/O & reset pickup. CCS	
9/11/2005 3:00 UP	9028 QPRNP 10	950 OTHER CAB EQUIPMENT REPETETIVE FALSE TRIP /	5401	AMPLIFIER	HAVE REPORTED CAB SIGNALS DROPPING	THE BOONE SUB. GGC/OMA MOVING ON ABSOLUTE BLOCK.	NZ021	amp. C/O. 45 day done on both. tested ccs/atc, axle alt for atc, drive broken	9/14/2005
9/12/2005 11:28 UP	4684 MHONP 08	915 CYCLING	5411	AXLE DRIVE	OUT, MP60, HIAWATHA SUB. CUTOUT.	RLD/OMA	NX284S	now new tested o/k	9/13/2005
		CCS DOES NOT FUNCTION			THE CAB SIGNALS KEEPS CYCLING ON	INDICATIONS. NOW HAVE CUT OUT AT 147.9 WEST BOUND ON THE		REPLACED THE ADU. RECALIBRATED	
9/13/2005 4:10 UP	5536 CEBJK 11	911 AT ALL	5408	AUDIBLE INDICATOR	THEM AND NOT GETTING ANY AUDIBLE	MARYSVILLESUB. GGC/OMA	NX284	CCS SYSTEM TESTED GOOD.	9/25/2005
					THE CAB SIGNALS HAVE BEEN CUT OUT ACCOUNT THE WILL NOT TAKE			cab signals dropped out would not take	
9/13/2005 5:15 UP	3072 MGICB 13	910 CAB SIGNAL EQUIPMENT	1606	BRAKE VALVE	THE AIR	WHEN THEY DROP OUT. GGC/OMA	NZ021	air. changed out p2a checks good	9/15/2005
						SIGNALS WILL NOT GO THOUGH THE CYCLES, STAYS ON RESTRICTIVE			
					CREW REPORTED WHEN TRING TO DO	SIGNAL.NEED TO TRAIL ONLY UNTIL		REPLACED FUEL FILTERS, LOADS	
9/14/2005 8:20 UP	7195 CLESM9 12	910 CAB SIGNAL EQUIPMENT	3512	PRIMARY FUEL FILTER	A CAB SIGNAL DEPARTURE TEST, CAB	REPAIRED. LJE/OMA	NX284Y	GOOD TESTED ATS SYSTEM INCLUDING	9/23/2005
					CREW REPORTED THAT THE ATC IS			CHECKING FOR GROUNDS. ATS	
9/14/2005 10:30 METX	165 M315 14	940 A.T.C.S. EQUIPMENT	9900	NO DEFECTS FOUND	NOT WORKING, CUT OUT AT CY 030 AND	RUNNING ON ABSOLUTE BLOCK NOW.  LJE/OMA	NZ005P	OPERATION OFRELAYS. NO PROBLEM FOUND.	9/14/2005
					CREW REPORTED THE THE CAB	MAYOUT BUILDING ON A POOL LITE BUILDING			
9/14/2005 13:48 UP	5436 GSGHSN 09	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	SIGNALS WILL NOT DROP OUT. COUT OUT AT	WX817, RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NX284S	replaced ddsp module & recal.*test ok*	9/15/2005
					REPORTED CAB SIGNALS DROPPING OUT, MP291, SIDNEY SUB. CUTOUT			tested as found out of collibration react	
9/16/2005 13:54 UP	5436 MNPDV 15	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CCS.	RLD/OMA	NX284S	tested ccs, found out of calibration, reset tested o/k	9/21/2005
					CAB SIGNALS CUT OUT ACCOUNT DROPPED OUT AND NEVER RETURNED			CAME IN WORKING OK WITH NO	
9/16/2005 14:41 UP	5573 CNAWX 14	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	MP-119	ON THE MARYSVILLE SUB. TCC/OMA	NX284W	DEFECTS NOTED	9/21/2005
					REPORTED CAB SIGNALS WENT TO RESTRICTED INDICATION. CUTOUT CAE	B MOVING ON ABSOLUTE BLOCK		REPLACED CONDUCTORS POWER	
9/17/2005 17:47 UP	9830 IPDG1 14	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	SIGNALS.	RLD/OMA	NX284	SUPPLY.	10/7/2005
					HAS BAD ATC, WILL NOT CORRESPOND	,			
9/17/2005 19:20 UP	3077 GCCLRF 16	950 OTHER CAB EQUIPMENT	5401	AMPLIFIER	WITH THE BLOCK SIGNALS. GGC/OMA		NZ021	WORKED 45 DAY INSPECTION	9/21/2005
		LOADING PROBLEMS IN			HAD THE GRIDS CATCH ON FIRE. NOW				
9/19/2005 3:40 UP	6842 CROCB9 18	820 DYNA MIC BRAKING	4005	GRIDS	HAVE THE FIRE OUT AND THE DYNAMIC MARRYSVILLE FOREMAN GENERAL	FOR POWER ONLY. GGC/OMA	NX284C	changed grids	9/23/2005
					REPORTED UNIT HAS CAB SIGNALS	AND RUNNING ON ABSOLUTE BLOCK.			
9/19/2005 10:15 UP	4081 MNPKC 18	910 CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	CUT OUT.  REPORTED THROWING BLACK SMOKE	LJE/OMA	TP250	repaired cut out switch ran departure	9/25/2005
					AND FIRE OUT THE SATCK,			c/o right turbo elbow seals and broken	
9/20/2005 12:40 UP	9199 MMEEW 19	125 G.E FIRE OUT THE STACK	2401	AIR DUCTS	SHUTDOWN.  REPORTED CAB SIGNALS DROPOUT	RLD/OMA	TP250	studs	9/27/2005
		REPETETIVE FALSE TRIP /			INTERMITTENTLY, MP295, SIDNEY			Closed and adding RM for trail only; low	
9/20/2005 13:52 UP	3874 KG1LA 19	915 CYCLING	5409	TIMER	SUBDIVISION.  CREW REPORTED THAT THE CAB	CUTOUT CAB SIGNALS. RLD/OMA	CX809S	on HP at cx809	9/24/2005
0/04/0007 40 17	5450 MMRIVE 00	610000000000000000000000000000000000000	<b>4</b>	NO DEFECTO FOLUT	SIGNALS KEEP DROPPING OUT, CUT	585. RUNNING ON ABSOLUTE BLOCK	140/0/5	CAB SIGNALS TEST GOOD ON TRACK	0/00/
9/21/2005 10:10 UP	5153 MNPLV 20	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	OUT AT MP THE CAB SIGNALS DROPPED OUT AND	NOW. LJE/OMA	WX817	LOOP, NO DEFECTS FOUND.	9/23/2005
0/00/0005 5 00115	4045 1/1 404 04	REPETETIVE FALSE TRIP /	5.4c=	DEL AVO	TOOK THE AIR ON THE TRAIN. NOW	CUT OUT AT MP 989.7 EAST BOUND ON	NIZOCE	TESTED SYSTEM AND RESET CCS	40/4/000
9/23/2005 5:30 UP	4015 KLAG1 21	915 CYCLING	5407	RELAYS	HAVE CAB SIGNALS CUT OUT ACCOUNT	THE SALT LAKE SUB. GGC/OMA  MP-325 ON THE SIDNEY SUB. NOW	NZ005	PICK UP.	10/4/2005
0/24/2005 42:40 UD	5225 KC4LT 22	OAO CAD CIONAL FOLUDATAT	E 400	DECEIVED DADO	DROPPING OUT CONTINUALLY ON CCS	RUNNING UNDER AN ABSOLUTE	IDO400	a/a raasiiyar har	40/0/000
9/24/2005 13:19 UP	5225 KG1LT 23	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	TERRITORY.	BLOCK.TCC/OMA	JP016S	c/o receiver bar	10/2/2005

2000/25 10/30   P. 1000	t codes in cpu none			MP 490 ON THE SIDNEY SUB. RUNNING	DARK AND CAUSED A PENALTY, CUT							
Company   Comp	t codes in cpu none	lc/o powor cupply	NID162	ON ABSOLUTE BLOCK NOW, LIE/OMA		HADMON LILTDA CAR	5420	CAR SIGNAL FOLLIDMENT	010	6802 GSCEGG 25	2:25 LID	0/26/2005 12:25
2002/2005 H350LPP   700 PLOAD 29   PLOCAD SIGNAL FOURMENT   5-01 MAPUFER   OLT   LECTION SIGNAL REAL REPORT NOT IN IT SEE   100 PLOAD SIGNAL PROJURT NOT IN IT SEED ON IN IT SEED		C/O power supply	INF IOZ	ON ABSOLUTE BLOCK NOW. ESE/OWA		HARWON OLTRA-CAB	3420	CAB SIGNAL EQUIPMENT	910	0802 G3C3GG 23	3.23 UF	9/20/2003 13.20
SOURCE AS A LEADER IN ACT ON COST   TERRITORY OF THE REPAIRS OF THE CASE OF	111/5	recalibrated,ck'd fault codes in cpu										
Part	11/0	present.	NZ021		OUT.	AMPLIFIER	5401	CAB SIGNAL EQUIPMENT	910	702 LPJ04 26	6:05 UPY	9/26/2005 16:05
## INFORMATION OF THE CASE ## INFORMATION OF THE												
CCS WAS CUT OUT FOR ROPPING   SHOULD NOT HER CARPINIL NOT   SUBTRIBUTION OF STREET OF STREET ON THE CARPINIL NOT   SUBTRIBUTION OF STREET ON THE CARPININ ON THE CARPINI												
CIS MAS CUT OUT FOR BROWNED   SECURITION				REPORTED UNIT HAS AIR BLOWING								
Substitution   Subs												
\$22000 16 00UP   \$880   CERO 28   \$14 MILL NOT ACNOVALEDCE   \$900   OF RY CLOSEOUT   \$00   SPULED LIFEOMA   NITE 2   \$150   \$00   \$10   \$10   \$2000 15   \$20   \$10   \$10   \$2000 15   \$20   \$10   \$10   \$2000 15   \$20   \$10   \$10   \$2000 15   \$20   \$10   \$10   \$2000 15   \$20   \$10   \$10   \$2000 15   \$20   \$10   \$10   \$2000 15   \$20   \$10   \$10   \$2000 15   \$20   \$1	ATC pickup and	colibrated CCS AND ATC _pickup.										
PEPFORMED 14   PEPF	· · · · · · · · · · · · · · · · · · ·	calibrated CCS AND ATCpickup	NP162			GE RX CLOSEOUT	8001	WILL NOT ACKNOWLEDGE	914	6884 CCERO 29	6:00 UP	9/29/2005 16:00
CREW REPORTED THAT THE CAB   SIGNALS ARE NOT   COMMERCEDIVER DATE   COMMERCEDIVER DATE		PERFORMED 45 DAY CCS, AND	141 102	ICI CELEB. EGE/CIVII (		<u> </u>	0001	WEETOTAORIO	011	0001 002110 20	0.00 01	0/20/2000 10:00
10/2/2005 10/3 UP   2985 ZSCCS 01   940 A.T.C.S. EQUIPMENT   5400 PROBLEMS   SOM PROBLEMS   SOM PROBLEMS ON AND CAUSES A WIND CAUSE A		ADJUSTED PICK-UPS. RAN			CREW REPORTED THAT THE CAB							
SAMPH THE HIGH SPEED   SAMPH THE AUDITOR THE COMES ON AND CAUSES A   UNIT TAGED AT 10,02005 18,030 UP   2966 ZSCCS 01   940 A.T.C.S. EQUIPMENT   5400 TIMER   SAMPH THE HIGH SPEED		DEPARTURE TEST WITH NO										
CREW REPORTED THAT THE AUDIELE   SWITTMEGOMES ON AND CAUSES A   DWITTMEGOED AT   CAUSE A   DWITTMEGOED AT   CAUSES A   DWITTMEGOED AT   CAUSES A   DWITTMEGOED AT   CAUSES A   DWITTMEGOED AT   CAUSE A   DWITTMEGOED AT   DW	10/5	PROBLEMS.	OX591		CORRESPONDINGWITH THE	HARMON ULTRA-CAB	5420	CAB SIGNAL EQUIPMENT	910	5982 EBIBV 01	1:25 UP	10/2/2005 1:25
10/2/2005 18:78 UP   2685 2SCCS 01   540 A.T.C.S. EQUIPMENT   5400 TIMER   S.NOT WORKING FOR THE ATCANA DAT 137. LEPOMA 2005 02-11 TIS T. LEPOMA												
10/2/2005 13/2 UP   2980   25CCS 01   940   AT C.S. EQUIPMENT   5400   TIMER   S NOT WORKING FOR THE ATC AND AT 137, LISOMA   NZ/205   02-11-05	ATS O.O.S SINCE	UNIT TAGGED ATC/ATS O.O.S SI			CREW REPORTED THAT THE AUDIBLE							
1014/2805 3 00 UP	10/4		NZ005	137. LJE/OMA		TIMER	5409	A.T.C.S. EQUIPMENT	940	2965 ZSCCS 01	8:30 UP	10/2/2005 18:30
10/4/2005 3:00 UP 5436 (OHKNP 01 910 CAB SIGNAL EQUIPMENT 5409 RECEIVER BARS NOT COME BACK.  10/6/2005 22:25 UP 7233 CBMGG 05 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND 1HE CAB SIGNALS OUT ACCOUNT THEY KEEP CYCLING ON THEM WILL.  10/7/2005 20:08 UP 5440 AAMWS 05 910 CAB SIGNAL EQUIPMENT 5401 AMPLIFER SIGNALS WERE CUT OUT AT 17/802 CBMS SIGNALS KEEP DROPPING OUT.  10/7/2005 20:08 UP 5440 AAMWS 05 910 CAB SIGNAL EQUIPMENT 5401 AMPLIFER CBMS SIGNAL SERVER CUT OUT AT 17/802 CBMS SIGNALS KEEP DROPPING OUT.  10/10/2005 1:97 UP 6580 CBTWS 08 910 CAB SIGNAL EQUIPMENT 5401 AMPLIFER CBMS SIGNAL SERVER CUT OUT AT 17/802 CBMS SIGNAL SERVER DROPPING OUT.  10/10/2005 1:97 UP 6580 CBTWS 08 910 CAB SIGNAL EQUIPMENT 5420 LAB SIGNAL SERVER CUT OUT AT 17/802 CBMS SIGNAL SERVER CUT OUT AT 17/8		INTERMITTENT OPEN IN R RECE										
HAVE CUT THE CAB SIGNALS OUT   NOT RESPOND. CUT OUT AT 25.9 ON   NOT RES	AR, TESTED AND 10/5	BAR. REPLACED BAR, TESTED A	NV204			DECEIVED DADS	E406	CAR SIGNAL FOLLIDMENT	010	5436 OHKND 04	3:00 LIB	10/4/200E 2:00
106/2006 22:29 UP   723   CBMGG 05   910 CAB SIGNAL EQUIPMENT   9900 NO DEFECTS FOUND   THEW A WILL   THE WAY	10/3	CALIBRATED CCS.	INAZ04	ABSOLUTE BLOCK NOW. LJE/OWA		RECEIVER BARS	3406	CAB SIGNAL EQUIPMENT	910	3430 QHKNF 01	3.00 0F	10/4/2005 5.00
CREW REPORTED THAT THE CAB   SIGNALS KEEPS DROPPING OUT   SIGNALS WEEPS				NOT RESPOND. CUT OUT AT 25.9 ON								
10772005 20.09   P   5440 AAMWS 05   910 CAB SIGNAL EQUIPMENT   540 AMPLIPIER   ACCOUNT 6   CIPCMA   COUNT 6   CIPCMA   COUNT 6   CIPCMA   COUNT 6   CIPCMA   CIPCM	10/7	TESTED OK	NP162	THE SO MORRILL SUB. GGC/OMA	THEM & WILL	NO DEFECTS FOUND	9900	CAB SIGNAL EQUIPMENT	910	7233 CBMGG 05	22:25 UP	10/6/2005 22:25
107/2005 20:09 UP												
10/10/2005 1:07 UP   6580   BTWS 08	DATED TOO LUCU 40/4	CAR SIGNAL CALIBRATER TOOL	D\/222C			AMDUICICD	E404	CAR SIGNAL FOLUDATAT	010	5440 AANNAS OF	0.00110	40/7/200E 20:00
10/10/2005 1:07 UP   6580 GBTWS 08   910 CAB SIGNAL EQUIPMENT   5621 CAB   BACK   BACK   BLOCKNOW, LIECOMD   BACK   BLOCKNOW, LIECOMD   BLOCK CAS SIGNALS DROP DUT   REPORTED CAB SIGNALS DROP DUT	RATED TOO HIGH 10/11	CAB SIGNAL CALIBRATED TOO F	RV3235			AMPLIFIER	5401	CAB SIGNAL EQUIPMENT	910	5440 AAMWS 05	20:09 UP	10/7/2005 20:09
10/10/2005 1:07 UP   6580 CBTWS 08   910 CAB SIGNAL EQUIPMENT   5621 CAB   BACK.   BLOCKNOWL LEI/OMA   MD640D   fixed   Fourth to CSC Ca   Found the CCS Ca   DDSP and CSA to   DDSP and CSA t												
REPETETIVE FALSE TRIP / 915 CYCLING 9900 NO DEFECTS FOUND HIAWATHA SUB. DKM/OMA. NX284C DDSP and CSA to multiple RP's for C DSP and CSA to multiple RP's for C DKM/OMA. NX284C	10/31	fixed	WD640D			CAB	5621	CAB SIGNAL EQUIPMENT	910	6580 CBTWS 08	1:07 UP	10/10/2005 1:07
10/10/2005 2-43 UP   7523 MKVNP 26   915 CYCLING   9900 NO DEFECTS FOUND   HIAWATHA SUB.   DKMOMA.   NX284C   multiple RF's for C		Found the CCS Case broken, causi										
BLOCK SIGNALS. NOW HAVE CUT OUT AT MP 433 WEST BOUND ON THE LOW AT MP 433 WEST BOUND ON THE SIDNEYSUB. GGC/OMA. CUT IN, TESTED NOT CORRESPOND WITH THE LAST SIDNEYSUB. GGC/OMA. CUT IN, TESTED NOT CORRESPOND WITH THE LAST SIDNEYSUB. GGC/OMA. CUT IN, TESTED NOT CORRESPOND WITH THE LAST SIDNEYSUB. GGC/OMA. CUT IN, TESTED NOT CORRESPOND WITH THE LAST SIDNEYSUB. GGC/OMA. CUT IN, TESTED NOT CORRESPOND WITH THE LAST SIDNEYSUB. GGC/OMA. CUT IN, TESTED NOT CORRESPOND WITH THE LAST SIDNEYSUB. GGC/OMA. CUT IN, TESTED NOT CORRESPOND WITH THE LAST SIDNEYSUB. GGC/OMA. CUT IN, TESTED NOT CORRESPOND WITH THE LAST SIDNEYSUB. GGC/OMA NZ005 all tested good.  THE CAB SIGNALS KEEP DROPPING OF THE CORRESPOND WITH THE LAST SIDNEYSUB. GGC/OMA NZ005 all tested good.  THE CAB SIGNALS KEEP DROPPING ON THE HAWATHA SUB. GGC/OMA NZ284G INGUIL WITH THE NOT CORRESPOND WITH THE HAWATHA SUB. GGC/OMA NZ284G INGUIL WITH THE NOT CORRESPOND WI	_	DDSP and CSA to go bad, thus cau				NO DEFECTO FOUND						40/40/000=046
AT MP 433 WEST BOUND ON THE SIDNEYSUB, GGC/OMA. CUT IN, TESTED AND EDGE OF THE LAST TOWN DEFECTS FOUNDTO/OMA NZ005 all tested good.  AT MP 433 WEST BOUND ON THE SIDNEYSUB, GGC/OMA. CUT IN, TESTED AND SEALED OUT OF HINKLE. NO DEFECTS FOUNDTO/OMA NZ005 all tested good.  THE CAB SIGNALS KEEP DROPPING OUT AND DID NOT AFTER THEY PASS A BLOCK INTIL THE NEXT BLOCK, NOW HAVE CUT OUT AT MEDICATION MPS2ON THE HIAWATHA SUB, GGC/OMA NX284G IU, tested and call NOW HAVE CUT OUT AT MOSE OF THE HIGH PRESSURE FUEL LINES FUEL LINES FUEL LINE BRAKE AND CATCH ON FIRE. WATER GGC/OMA NX284C & LOW PRESSUR NOW HAVE CUT OUT THE ATC IS BAD AND WILL NOT GGC/OMA NX284C & LOW PRESSUR ALSO NOW HAVE CUT OUT THE ATC IS BAD AND WILL NOT GGC/OMA NX284C & LOW PRESSUR ALSO NOW HAVE CUT OUT THE ATC IS BAD AND WILL NOT GGC/OMA NX284C & LOW PRESSUR ALSO NOW HAVE CUT OUT THE ATC IS BAD AND WILL NOT GGC/OMA NX284C & LOW PRESSUR ALSO NOW HAVE CUT OUT THE CAB SIGNALS AT THE AUDIBLE INDICATOR DOSE WORK.  10/11/2005 17:00 UP 3842 IG2OA 09 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR MP 815 SALT LAKE SUB ACCOUNT THE GGC/OMA PX950 Service.	3 10/12	multiple RF's for CCS	NX284C	DKM/OMA.	HIAWATHA SUB.	NO DEFECTS FOUND	9900	CYCLING	915	7523 MKVNP 26	2:43 UP	10/10/2005 2:43
AT MP 433 WEST BOUND ON THE   SIDNEYSUB. GGC/OMA. CUT IN, TESTED   NOT CORRESPOND WITH THE LAST   TWO   DEFECTS FOUNDDTO/OMA   NZ005   all tested good.				BLOCK SIGNALS. NOW HAVE CUT OUT								
10/10/2005 6:39 UP												
10/10/2005 6:39 UP 4079 IDUSE 07 910 CAB SIGNAL EQUIPMENT 5420 HARMON ULTRA-CAB TWO DEFECTS FOUNDTO/OMA NZ005 all tested good.  THE CAB SIGNALS KEEP DROPPING OUT AFTER THEY PASS A BLOCK. NOW HAVE CUT OUT AT found wire jift on find carried in the properties of the	· ·	Found ILOCK module b/o, c/o comp		· ·								
THE CAB SIGNALS KEEP DROPPING OUT AFTER THEY PASS A BLOCK NOW HAVE CUT OUT AT INDICATION MP52ON THE HIAWATHA SUB. GGC/OMA NX284G IU.g. tested and call NOW HAVE THE FIRE OUT AND HAVE THE FIRE OUT AND HAVE THE FIRE OUT AND HAVE ADVISED THE CAB SIGNALS AT INDICATION OUT OUT THE CAB SIGNALS AT THE AUDIBLE INDICATOR MP815 SALT LAKE SUB ACCOUNT THE CAB SIGNALS AT INDICATOR MP815 SALT LAKE SUB ACCOUNT THE GGC/OMA  THE CAB SIGNALS KEEP DROPPING OUT AT MOTO OUT AT MP52ON THE HIAWATHA SUB. GGC/OMA NX284G IU.g. tested and call NOW HAVE THE FIRE OUT AND HAVE ADVISED THE CREW TO DRAIN THE NX284C & LOW PRESSUR DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC IS BAD AND WILL NOT RESPOND.  THE CAB SIGNALS AT HE CAB SIGNALS AT THE AUDIBLE INDICATOR MP815 SALT LAKE SUB ACCOUNT THE GGC/OMA  THE CAB SIGNALS AT THE AUDIBLE INDICATOR DOSE WORK. PX950 service.	-	60 day and also performed departu	N.7005			LIA DA CALLII TOA CAD	5.400	OAR GIONAL FOLURATAIT	242	1070 10105 07	0.001115	40/40/0005 0 00
REPETETIVE FALSE TRIP / 915 CYCLING 915 CY	10/18	all tested good.	NZ005	DEFECTS FOUNDDTO/OMA	TWO	HARMON ULTRA-CAB	5420	CAB SIGNAL EQUIPMENT	910	4079 IDUSE 07	6:39 UP	10/10/2005 6:39
REPETETIVE FALSE TRIP / 915 CYCLING 915 CY				AND NEVER COME BACK UNTIL THE	THE CAB SIGNALS KEEP DROPPING							
HAD ONE OF THE HIGH PRESSURE 10/11/2005 8:35 UP 7301 QPDNP 07 135 ENGINE FIRE DAMAGE 3503 FUEL LINES HAD ONE OF THE HIGH PRESSURE FUEL LINE BRAKE AND CATCH ON FIRE. WATER.GGC/OMA NX284C LINES BAD AND WILL NOT THE ATC IS BAD AND WILL NOT RESPOND. GGC/OMA NZ021 Replaced bottom C adjusted speaker in speaks rows loose 10/12/2005 17:00 UP 3842 IG2OA 09 910 CAB SIGNAL EQUIPMENT S408 AUDIBLE INDICATOR MP 815 SALT LAKE SUB ACCOUNT THE GGC/OMA NOW HAVE THE FIRE OUT AND HAVE ADVISED THE CREW TO DRAIN THE REPLACED LEFT REPLACED LEFT REPLACED LEFT ADVISED THE CREW TO DRAIN THE REPLACED LEFT REPLACED LEFT BAD AND WILL NOT GGC/OMA NZ021 Replaced bottom C adjusted speaker in speaks rows loose Was broken and so service. THE AUDIBLE INDICATOR DOSE WORK. Was brokenreapp. Service.	relay b/o. repaired	found wire jftb on fdr relay b/o. repa			OUT AFTER THEY PASS A BLOCK			REPETETIVE FALSE TRIP /				
HAD ONE OF THE HIGH PRESSURE FUEL LINE BRAKE AND CATCH ON FIRE.  10/11/2005 8:35 UP 7301 QPDNP 07 135 ENGINE FIRE DAMAGE 3503 FUEL LINES FUEL LINE BRAKE AND CATCH ON FIRE.  10/11/2005 17:45 UP 8018 CWKBM 08 950 OTHER CAB EQUIPMENT 5420 HARMON ULTRA-CAB RESPOND.  10/11/2005 17:00 UP 3842 IG2OA 09 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR MP 815 SALT LAKE SUB ACCOUNT THE GGC/OMA NZ021 REPLACED LEFT WATER. ADVISED THE CREW TO DRAIN THE WATER. GRUPMENT NX284C & LOW PRESSURE FUEL LINE BRAKE AND CATCH ON FIRE.  10/0 NOT USE AS A LEAD UNIT ACCOUNT THE ATC IS BAD AND WILL NOT RESPOND.  10/11/2005 17:45 UP 8018 CWKBM 08 950 OTHER CAB EQUIPMENT 5420 HARMON ULTRA-CAB RESPOND.  10/11/2005 17:00 UP 3842 IG2OA 09 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR MP 815 SALT LAKE SUB ACCOUNT THE GGC/OMA PX950 Service.	ated, ok now for svc 10/11	lug, tested and calibrated, ok now for	NX284G		INDICATION	WIRING	5410	CYCLING	915	6732 CHSCD9 06	1:28 UP	10/10/2005 11:28
10/11/2005 8:35 UP 7301 QPDNP 07 135 ENGINE FIRE DAMAGE 3503 FUEL LINES FUEL LINE BRAKE AND CATCH ON FIRE. WATER.GGC/OMA NX284C & LOW PRESSUR DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC IS BAD AND WILL NOT RESPOND. GGC/OMA NZ021 Replaced bottom C adjusted speaker in speaker was loose to speaker was loose to 10/12/2005 17:00 UP 3842 IG2OA 09 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR MP 815 SALT LAKE SUB ACCOUNT THE GGC/OMA PX950 service.	S LIICH DDECCUDE	DEDI ACED LEET #6 LUCLI DDESS			HAD ONE OF THE HIGH PRESSURE							
DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC IS BAD AND WILL NOT RESPOND.  GGC/OMA  NZ021 Replaced bottom C adjusted speaker in speaker was loose Was brokenreap; 10/12/2005 17:00 UP  3842 IG2OA 09  910 CAB SIGNAL EQUIPMENT  DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC IS BAD AND WILL NOT RESPOND.  GGC/OMA  NZ021 Replaced bottom C adjusted speaker in speaker was loose Was brokenreap; Was brokenreap; MP 815 SALT LAKE SUB ACCOUNT THE GGC/OMA  PX950 service.		& LOW PRESSURE LINE	NX284C			FUEL LINES	3503	ENGINE FIRE DAMAGE	135	7301 OPDNP 07	8:35 UP	10/11/2005 8:35
THE ATC IS BAD AND WILL NOT RESPOND.  GGC/OMA  NZ021  Replaced bottom CO  adjusted speaker in speaker was loose  HAVE CUT OUT THE CAB SIGNALS AT 10/12/2005 17:00 UP  3842 IG2OA 09  910 CAB SIGNAL EQUIPMENT  THE ATC IS BAD AND WILL NOT RESPOND.  GGC/OMA  NZ021  Replaced bottom CO  adjusted speaker in speaker was loose  was brokenreappoint	10/22	a con incoone cine	147.2010	Withinger		TOLL LINES		ENGINE FIRE BY WINGE	100	7001 Q1 2111 07	0.00 01	10/11/2000 0:00
adjusted speaker in speaker was loose HAVE CUT OUT THE CAB SIGNALS AT THE AUDIBLE INDICATOR DOSE WORK.  10/12/2005 17:00 UP 3842 IG2OA 09 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR MP 815 SALT LAKE SUB ACCOUNT THE GGC/OMA PX950 service.												
spéaker was loose HAVE CUT OUT THE CAB SIGNALS AT 10/12/2005 17:00 UP 3842 IG2OA 09 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR MP 815 SALT LAKE SUB ACCOUNT THE GGC/OMA PX950 service.	- · · · · · · · · · · · · · · · · · · ·	Replaced bottom CPU card guide.	NZ021	GGC/OMA	RESPOND.	HARMON ULTRA-CAB	5420	OTHER CAB EQUIPMENT	950	8018 CWKBM 08	7:45 UP	10/11/2005 17:45
HAVE CUT OUT THE CAB SIGNALS AT THE AUDIBLE INDICATOR DOSE WORK. Use brokenreaps was brokenreaps to the first of the		adjusted speaker in audible indicate speaker was loose and facing down										
10/12/2005 17:00 UP 3842 IG2OA 09 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR MP 815 SALT LAKE SUB ACCOUNT THE GGC/OMA PX950 service.		was brokenreapplied seal okay fo		THE AUDIBLE INDICATOR DOSE WORK	HAVE CUT OUT THE CAB SIGNALS AT							
DEDECOMED CO.	10/14	11	PX950			AUDIBLE INDICATOR	5408	CAB SIGNAL EQUIPMENT	910	3842 IG2OA 09	7:00 UP	10/12/2005 17:00
	CALIBRATION PICK	PERFORMED CCS CALIBRATION										
		UP AND DROP OUT WITH NO										
		PROBLEMS NOTED. CALIBRATE PROPER WHEEL SIZE AND RAN			CDEW DEDODTED THAT THEY HAD TO							
		DEPARTURE TEST SEVERAL TIM		SIDNEY SUB ACCOUNT OF THEY KEEP								
		WITH NO PROBLEMS.	NX284			NO DEFECTS FOUND	9900	CAB SIGNAL EQUIPMENT	910	9061 WCYELB 13	0:26 UP	10/14/2005 0:26
CREW REPORTED THAT THE CAB NOT RESET. CUT OUT CAB SIGNALS AT				NOT RESET. CUT OUT CAB SIGNALS AT								
SIGNALS KEPT CAUSING A PENALTY MP 334. RUNNING ON ABSOLUTE		lav.	00700			AMBUEEE		OAR GIONAL EGUIDATE		5407 14001413 45	0.05	10/11/2025
10/14/2005 22:25 UP 5437 MSCWC 13 910 CAB SIGNAL EQUIPMENT 5401 AMPLIFIER AND WOULD BLOCKNOW. LJE/OMA SP760 OK	10/18	OK adjusted the pick up and drop out s	SP/60	BLOCKNOW. LJE/OMA	AND WOULD	AMPLIFIER	5401	CAB SIGNAL EQUIPMENT	910	5437 MSCWC 13	22:25 UP	10/14/2005 22:25
		load tested good HP 4000, oilpress			REPORTED ATC GETING FALSE							
		idle and 80 N8, fuel press idle 55 N		RESTRICTED BLOCK. VILLA GROVE								
10/15/2005 20:00 UP 4607 ZYCLD 15 910 CAB SIGNAL EQUIPMENT 5401 AMPLIFIER UNDER SUBDIVISION. RLD/OMA X 344E crank case press,	11/5		X 344E		UNDER	AMPLIFIER	5401	CAB SIGNAL EQUIPMENT	910	4607 ZYCLD 15	20:00 UP	10/15/2005 20:00
ATC DOES NOT WORK PROPERLY.				DEVEDOED FORWARD SOUTHER				200 POEO NOT EL VIOTENTO				
		tac and test card changed and reca system. atc and ccs working fine no	NZ077	REVERSER FORWARD. DONT USE AS LEADER UNTIL REPAIRED. CEL/ONA	STOPPED ON MAIN LINE. WONT WORK ONCE PUT	RELAYS	E 407	CCS DOES NOT FUNCTION AT ALL	044	2465 WNEGIT 17	5:43 LID	10/17/2005 5:43

					REPORTED ATC DOES NOT PICKUP	WORKING UNDER ABSOLUTE BLOCK.		11/20/05FOR CCS PROBLEMS B UNIT ONLY 4326 HP FOR 20 MIN 256 MAL -2 CCV 31/98 OIL PSI 300 AMP STALL	
10/31/2005 8:25 UP	6996 CBRSW 25	AUDIBLE INDICATOR 913 DEFECTIVE	5408	AUDIBLE INDICATOR	REPORTED CCS AUDIBLE INDICATOR DEFECTIVE CAUSING PENALTY APPLICATION.	CUTOUT CAB SIGNALS. ABSOLUTE BLOCK ESTABLISHED. RLD/OMA	NX284S	replaced adu ON CONTROLED RUN TILL	11/1/2005
10/31/2005 8:15 UP	5554 MRONP 30	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB		OF RAWLINS. RLD/OMA	NX284S	replaced defective gp004.tested and calibrated ok.	11/1/2005
10/31/2005 5:06 UP	3022 GCPICL 21	REPETETIVE FALSE TRIP / 915 CYCLING	9900	NO DEFECTS FOUND	WENT OFF.	WHISTLE WOULDNT SHUT OFF AND COULDNT RECOVER AIR. HAD TO CUTOUT AND RUNABSOLUTE RESTRICTED. CEL/OMLA	NZ140	trail only	10/31/2005
10/30/2005 22:17 CSXT	8676 AMEDO 26	CONTINUOUS WHEEL SLIP 831 LGHT IN POWER	9600	FAILURE DELIVERED OFFLINE	DISPATCH REPORTED THE CREW SET OUT AT SET-OUT TRACK FOR CONTINOUS	WHEEL SLIP. NO OTHER INFORMATION GIVEN AT THIS TIME.COULDNT REACH CREW FOR DETAILS. CEL/OMA	C 817	FAILURE DELIVERED OFFLINE TO CSXT	11/24/2005
10/30/2005 10:25 UP	9507 IBRSCR 26	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	KEEPS GETTING A PENALTY WHEN THE CAB SIGNALS ARE CUT IN. WAS TESTED	IN POCATELLO ID BUT NOW WILL NOT WORK. GGC/OMA	UP002	tested ccs no defects found	11/2/2005
10/29/2005 18:45 UP	6447 CWBJR9 24	CCS DOES NOT FUNCTION 911 AT ALL	5409	TIMER	CAUSE EMERGENCY. CUTOUT OUT CAB SIGNALS	LEADER UNTILREPAIRED. CEL/OMA	PX862	RECALIBRATED AND TESTED SYSTEM GOOD	11/5/2005
10/29/2005 2:32 UP	2989 EPRG3 28	911 AT ALL	5412	CUT OUT SWITCH	RESTICTED.CEL/OMA  CAB SIGNALS SUDDENLY GO DARK AND	nis AND ARE NOW RUNNING ABSOLUTE	NZ021	head system checks good eng run load test good FOUND CCS OUT OF CALIBRATION,	11/5/2005
10/27/2005 19:00 UP	8404 MNPRO 26	911 AT ALL  CCS DOES NOT FUNCTION	9900	NO DEFECTS FOUND	CAUSED A  CCS IS NOT LETTING AIR RECOVER. RUNNING ABSOLUTE BLOCK	LJE/OMA	RV323S	UNIT NOT EQUIPPED WITH CCS applied out ack horn and changed speedo	11/3/2005
10/24/2005 1:34 UP	3076 OITBO 23	911 AT ALL  CCS DOES NOT FUNCTION	5906	POWER SUPPLE FAILURE	BEEN USED  CREW REPORTED THAT THE CAB SIGNALS WILL NOT CUT OUT, AND	CEL/OMA PENALTY THAT WILL NOT RECOVER. NEED TO TRAIL ONLY UNTIL REPAIRED.	NZ021	relays were out of date.	10/27/2005
10/24/2005 1:24 UD	2076 OITPO 22	CCS DOES NOT FUNCTION	E000	DOWER SURDIF FAILURE	ATC WONT LET UNIT RECOVER AIR. HAS AN RM AND SHOULD HAVE NOT	IN LEAD AGAIN. TRAIL UNTIL REPAIRED.	NIZ024	blown bulbs in both the atc and ccs, had a blown fuse in filter fuse box and all the b	10/27/2025
10/22/2005 5:14 UP	7251 CNAFS 19	910 CAB SIGNAL EQUIPMENT	5912	MISSING DUST COVER	SIGNALS KEEP DROPPING OUT, CUT OUT AT MP 41	RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	WD640D	wheel size off by 6" cab signals ok	12/14/2005
10/21/2005 15:30 UP	9056 MPRDM 21	910 CAB SIGNAL EQUIPMENT	5708	MICROPROCESSOR	ATC SIGNALS KEEP GOING DARK, HAD TO RECYCLE BREAKER SEVERAL TIMES, CREW REPORTED THAT THE CAB	10/21/05 1915 CST CREWREPORTED ATC IS CUT OUT AND RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NZ021	ATC signals keep going dark. axle drive and motion light check good changed out vital card eng run load test check good	10/26/2005
						ENGINEER ADVISES THIS OCCURS WHEN PULLING FROM A DEAD STOP,POSSIBLE VIBRATION EFFECTING LOOSE CONNECTION SOMEWHERE, NOW ATMP 69 ON THE GENEVA SUBDIVISION. RY/OMA UPDATE		ATC simple least points desired.	
10/20/2005 23:34 UP	2969 COKNA 19	940 A.T.C.S. EQUIPMENT	9203	RECORDER	CREW REPORTED THAT ATC IS NOT WORKING, KEEPS CAUSING A PENALTY, NEED TO		NZ021	RE-CAL. ATC. 45-DAY DONE,FOUND SPEEDO SEAL BROKEN.	10/21/2005
10/20/2005 6:33 UP	9825 MCBKC 19	910 CAB SIGNAL EQUIPMENT	5906	POWER SUPPLE FAILURE	REPORTED THAT THE ATC MOTION LIGHT IS NOT FUNCTIONING, RUNNING AT	MP 347 ON THE COUNCIL BLUFFS SUBDIVISION. RY/OMA-Not in stock COB. ENGINEER REPORTED UNIT WORKING OKAY INTO PINE BLUFF.	SP760	CIRCURT BREAKER DOWN LOOKS OK AT W COLTON	11/9/2005
10/19/2005 10:40 UP	5960 CCEAI9 18	CCS DOES NOT FUNCTION 911 AT ALL	5410	WIRING	TO OPERATE, RUNNING OUT OF FAIRFAX IA,	WILL NEED TO SWAP OUT FOR NEW LEADER. RY/OMA	NX284C	repaired pin on k1 plug (bls)	11/9/2005
10/19/2005 9:52 UP	5540 KG2TS 15	914 WILL NOT ACKNOWLEDGE	5420	HARMON ULTRA-CAB		CALIANTE SUBDIVISION, NOW RUNNING ABSOLUTE BLOCK. RY/OMA	X 344E	RECALIBRATED & COMPLETED PI QM. NO OTHER DEFECTS.	10/25/2005
10/19/2005 8:02 UP	7319 QNLCH 18	10 AIR BRAKES		MODULE CARD/MICROPROCESSOR	KEEPS DISPLAYING PCS VALVE OPEN, ALL CAB SIGNAL EQUIPMENT IS CUTOUT,	AND HAS LOST ONE OF THE SMART DISPLAYS,AND WILL NOT RESET. GGC/OMA	NP162	changed 107 card ok per ge	10/26/2005
					WEEDS DISTURYING DOS VALVE ODEN	RE-BOOTED BCCB, AIR BRAKE, AND MTB BREAKERS, NO HELP. RY/OMAUPDATE: UNIT IS NOT LOADING			
10/17/2005 16:00 UP	6811 CSBRR 16	910 CAB SIGNAL EQUIPMENT	5421	DDSP MODULE	THE CAB SIGNALS KEEP DROPPING OUT EVERY TIME THE PASS A BLOCK SIGNAL	AND WILL NOT COME BACK UP TILL THEY HAVE THE TRAIN HALF WAY PAST THESIGNALS. NOW CUT OUT AT MP 112.8 EAST BOUND ON THE MORRILL SUB.GGC/OMA	NX284Y	REPLACED DDSP MODULE	10/18/2005

								found b/o iloc card, tested all day with loop	р
					REPORTED CAB SIGNALS WENT DARK CAUSED EMERGENCY, TRIPPING CCS	CUTOUT CAB SIGNALS. MP407.9 SIDNEY	,	in clear aspect and did not go dark. Will	
10/31/2005 16:07 UP	4079 KLTG1 29	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	BREAKER.	SUBDIVISION. RLD/OMA	NZ005	apply rx for control run to verify and track test.	11/15/2005
10/31/2003 10.07 01	4073 KETOT 23	910 CAB SIGNAL EQUITIVILIVI	3420	HARWON OLIVA-CAB	DILLAILEI.	THE CAB SIGNALS WOULD DROP OUT	112003	test.	11/13/2000
					CREW REPORTED THAT THEY WERE	AND WOULD NOT GO THOUGH THE			
					UNABLE TO A CAB SIGNAL DEPARTURE	TEST. NEED TOTRAIL ONLY UNTIL			
10/31/2005 16:50 UP	6044 ECOGB 31	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	TEST.	REPAIRED. LJE/OMA	NP162S	past self test	12/6/2005
					CAB SIGNALS HAS INTERMITANT PCS			speed whistle found cut out turn control	
		REPETETIVE FALSE TRIP /	= 400		ABLE TO RESET,HAS STOPPED TRAIN	22.4/2.44		works ok cab singnal has intermitnat pcs	4.4.0.000
11/4/2005 19:12 UP	9047 MNPPR 03	915 CYCLING	5408	AUDIBLE INDICATOR	ON HILL	DDM/OMA.	NZ021	able to reset eng run load test good	11/6/2005
11/4/2005 20:31 UP	6571 CRONC9 03	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS IN ABSOLUTE BLOCK CPW157 TO CPW290, MIC FOUND CARD BAD, NOT	COMMUNICATING REV OPERATION TO CAB SIGNALS. DDM/OMA11/14/05 - UNIT IS BOGGING AND SHOWS "LOAD POT LESS THAN 80% FAULTS".2008CST-PMR/OMA CHANGED FUEL FILTERS AND LOADED UNIT. NOW HAS 100% LOAD POT. NX284Y 11/18/05	WD640D	NO PROBLEM FOUND, RECALIBRATED	0 12/15/2009
					, -				
44/5/2005 40 00 UD	Tool FRUITY of		5540	NATED COVO	CUT OUT THE CAB SIGNALS ACCOUNT	PUTTING THE TRAIN INTO EMERGENCY NOW CUT OUT 183.8 KEARNEY SUB. GGC/OMA11/12/05 - NO LOAD, TM BLOWER CONTROLLER FAULTS THAT WON'T RESET. UNITIS NOW ISOLATED		changed out traction motor controller that was burnt up loaded and power tested ccs	
11/5/2005 19:00 UP	7062 EBULX 05	910 CAB SIGNAL EQUIPMENT	5513	INTERLOCKS	THE WILL NOT WORK AT ALL AND KEEP CAB SIGNALS KEEPS GOING TO	AND IDLING. 2107CS1-PMR/OMA	X 344D	is ok	11/14/2005
					EMERGENCY C/O CS @ MP240				
11/6/2005 1:59 UP	4736 MNPFW 05	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	KEARNEY SUB DDM/OMA		TP250S	ndf ran test ok	11/8/2005
111 / 1					RAWLINS MECHANICAL REPORTED		1		
					THAT THE CAB SIGNALS ARE CUT OUT,				
11/7/2005 6:55 UP	9689 IGSNSX 05	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	ACCOUNT	ABSOLUTE BLOCK NOW. LJE/OMA	NX284S	recalib and repaired air line	11/9/2005
				MODULE	CREW REPORTED THAT THE CAB	MP 331 ON THE POCATELLO SUB.		APPLIED NEW CPU MODULE,	
11/7/2025 2 12/15	0754 705101 05	OAD OAD OLONAL FOLUDIATALE	5504	MODULE	SIGNALS KEEP CAUSING A PENALTY,	RUNNING ON ABSOLUTE BLOCK NOW.	NIV 00 4	COMPLETED CCS INSPECTION,	44/40/000
11/7/2005 8:40 UP	9751 ZSEMN 05	910 CAB SIGNAL EQUIPMENT	5504	CARD/MICROPROCESSOR	CUT OUT AT	LJE/OMA	NX284	TESTED OKAY.  n.d.f. unit checked on 3rd shift and in turn	11/10/2005
		AUDIBLE INDICATOR			NO AUDIBLE INDICATOR NOISE, CCS			over unit was good?. unit in eastyard and	
11/7/2005 18:33 UP	5187 ZKCPD 06	913 DEFECTIVE	5509	WIRING	MAG VALVE DOES WORK DDM/OMA		RV323S	in consist	11/14/2005
					CAB SIGNALS DROPPED OUT, UNABLE				
		REPETETIVE FALSE TRIP /			TO RESET, KEEPS TRIPPING PCS WHEN	1			
11/7/2005 21:05 UP	2443 KG1LT 07	915 CYCLING	5401	AMPLIFIER	BRAKE IS	RELEASED DDM/OMA	NX284S	TROUBLESHOOT & REPAIR CCS	11/9/2005
					HAVE CUT OUT THE CAB SIGNALS	BRAKES IT WOULD PUT THEM INTO			
11/9/2005 19:00 UP	4274 ZSCDV 09	910 CAB SIGNAL EQUIPMENT	5403	DECODER	ACCOUNT EVERY TIME THEY RELEASED THE	EMERGENCY. CUT OUT AT MP 528 ON THELARAMIESUB. GGC/OMA	RV323S	CHANGED OUT BO DECODER	11/19/2005
11/9/2003 19.00 OF	4274 23CDV 09	910 CAB SIGNAL EQUIFIVIENT	3403	BECOBER	RELEASED THE	THEEAKAWIESOB. GGC/OWA	1773233	CHANGED OUT BO DECODER	11/19/2000
11/10/2005 2:18 UP	9056 MDMPR 08	950 OTHER CAB EQUIPMENT	5409	TIMER	DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC KEEPS TAKING THE AIR AND CAN NOT GET THE CAB SIGNALS TO		NZ021	RF- WILL NOT RECOVER AFTER A PENALTY APPLICATION. FOUND VITAL OUTPUT CARD. C/O BAD PRCOESSOR CARD. LOAD, POWER, DYNAMIC, & CAB SIGNALS ALL TESTED GOOD. NO FURTHER DEFECTS FOUND.	
		CCS DOES NOT FUNCTION			POWER AND IS GETTING A MESSAGE	CRITICAL CAB SIGNAL ERROR AND			
11/11/2005 5:23 UP	5471 EJBCQ 11	911 AT ALL	5420	HARMON ULTRA-CAB	OF	WILL NOTRESET. GGC/OMA	RV323S	C/O ULTRA CAB II I LOCK MODULE	11/16/2005
					CREW REPORTED THAT THE ATC				
					WOULD NOT DO A DEPARTURE TEST,				
11/13/2005 17:18 UP	6481 CPWBM 12	940 A.T.C.S. EQUIPMENT	8001	GE RX CLOSEOUT	NEED TO	TRAIL ONLY UNTIL REPAIRED. LJE/OMA	NP162	ATC tested fine	11/28/2005
					CREW REPORTED THAT THEY CUT OUT			ates equaling manufacturation and such to the	
11/14/2005 9:26 UP	3044 MASPR 13	940 A.T.C.S. EQUIPMENT	5/10	CUT OUT SWITCH	THE ATC AT NZ104 ACCOUNT OF CAUSING A	PENALTY. RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NZ021	atcs causing penalty action ack switch b/o tagged out of service parts nis	11/18/2005
11/1 <del>1</del> /2003 3.20 UF	WINDI IX TO	STOP. I.O.S. EQUITIVIENT	5412	OUT OUT OWITOIT	CAUGING A	THEN WILL GO DARK FOR ABOUT 5	144041	ragged out of service parts fils	11/10/2003
					CREW REPORTED THAT THE CAB	SECONDS. PROBLEMS STARTED AT NX408 ONTHESIDNEY SUB. LJE/OMA UPDATE 11/27: HAS OIL AND FIRE OUT			
					SIGNALS KEEP DROPPING TO	THE STACK NOWHAVE THE UNIT SHUT			
11/14/2005 11:44 UP	9333 2KMNOA 12	910 CAB SIGNAL EQUIPMENT	5443	DECODER CPU PCB	RESTRICTED, AND	DOWN. GGC/OMA	CX809	parts on order	12/13/2005
					ATC IS CUTOUT AT MP.203 ON THE BOONE SUB ACCOUNT OF THE LIGHTS	DROPPING OUT, IS RUNNING ON A ABSOLUTE BLOCK. CLV/OMAUNIT IS NOW A NO LOAD WITH NO FAULTS. CEL/OMA#6 TM LEAD TIED UP OK TO GO			
1 1									1
11/15/2005 21:42 UP	2431 MELNP 14	910 CAB SIGNAL EQUIPMENT	5101	ASPECT DISPLAY	KEPT	TO SHOP HJP/LAR	NX284	tested and calibrated cab signal, ok.	11/26/2005

11/16/2005 1:39 UP	9068 MCBPR 15	910 CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	ATC SIGNALS HAVE DROPPED TO RESTRICTIVE AND HAS NEVER CLEARED UP ARE	CUTOUT AT MARSHALLTOWN IA.AND IS RUNNING ON A ABSOLUTE BLOCK. CLV/OMA	NZ021	rf for atc dropping out and no motion ltchange speedo head, change motion lt axle drive, calibrated and completed 45 day inspection.ob and Itgood ( completed by alex williams)	11/17/2005
11/16/2005 23:03 UP	2990 MDMDM 16	910 CAB SIGNAL EQUIPMENT	5402	CONVERTER	TRAIL ONLY IN CAB SIGNAL TERRITORY ACCOUNT OF ATC BREAKER WON'T STAY	CLOSED AND WHEN IT IS CLOSED ATC LIGHTS ARE INOPERATIVE. CLV/OMAUPDATE 11/20/05 14:18 CST CREW REPORTED UNIT TRIPPED THE LOW WATERBUTTON AND WILL NOT STAY RESET. LJE/OMA	NZ021S	RF- CAB SIGNALS BREAKER WON,T STAY RESET. FOUND CONVERTER FUSE BLOWN ON CAB SIGNALS. REPLACED FUSE. PREFORM CAB SIGNALS CHECKS 45 DAY. ALL TESTEWD GOOD. LOAD, POWER, & DYNAMICS ALL TESTED GOOD ALSO. NO FURHTER DEFECTS.	11/21/2005
11/18/2005 7:53 UP	3406 MEUNP 16	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CREW REPORTED THAT THEY HAD TO CUT OUT THE CAB SIGNALS, THEY KEEP	CAUSING A PENALTY. RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	OX591	could not make fail. did complete ccs test with no defects	11/21/2005
11/18/2005 14:45 UP	3099 MPRDM 18	940 A.T.C.S. EQUIPMENT	5403	DECODER	CREW REPORTED THAT THE ATC DROPPED OUT AND WOULD NOT COME BACK.	CUT OUT AT MP 25 ON THE GENEVA SUB. RUNNING ON ABSOLUTE BLOCK NOW.LJE/OMA	NZ021	RF- CREW REPORTED ATC DROPPED OUT & WOULD NOT COME BACK ON. FOUND ATC WAS OUT OF CALIBRATION. RECAL. & DID 45- DAY. ALL TESTED GOOD. LOAD, POWER, & DYNAMICS ALL TESTED GOOD ALSO. NO FURTHER DEFECTS FOUND.	11/27/2005
11/10/2003 14.43/01	3033 WI KDW 10	340 A.T.O.O. EQUIT WEIGH	3403	BEGOBER	BOONE MIC REPORTED THAT THE ATC	NOW.ESE/OWA	INZUZI	NOT ORTHER DELECTS LOCAD.	11/21/2003
11/20/2005 10:05 UP	9828 QNPCH 16	940 A.T.C.S. EQUIPMENT	5707	WARNING LIGHTS	HAS NO AUDIBLE, AND WILL NOT TAKE THE	AIR. NEED TO TRAIL ONLY UNTIL REPAIRED. LJE/OMA	NZ021	c/o ADU ok now	11/27/2005
		REPETETIVE FALSE TRIP /			THE CAB SIGNALS KEEP CYCLING ON THEM AND WILL NOT ACKNOWLEDGE.	CUT OUT AT MP 556 WEST BOUND ON		REBOOTED CCS COMPUTER AND ALL	
11/21/2005 23:28 UP	4207 ZKCPD 20	915 CYCLING	9900	NO DEFECTS FOUND	NOW HAVE	THE LARAMIE SUB. GGC/OMA	OX591	TESTED GOOD	11/23/2005
11/23/2005 4:00 UP	6807 CRQBT 22	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	ATC IS BAD, DROPS OUT AND LOOSES POWER RIGHT AFTER YOU TRUN IT ON.	GGC/OMA	NX284C	no tbl found per m.w. calibrated and tested ok sealed by m.w.	d 12/7/2005
				MOBILE COMMUNICATION	CREW REPORTED THAT THE ATC WAS SHOWING CLEARS SIGNALS ALL THE	IT HAS BEEN CUT OUT AT NZ315. RUNNING ON ABSOLUTE BLOCK NOW. NEED TOTRAIL ONLY UNTIL REPAIRED.		RECALIBRATED THE PICKUP AND DROP SETTINGS SYSTEM	
11/24/2005 11:38 UP	5379 ASJIH 19	940 A.T.C.S. EQUIPMENT	5901	PACK (MCP	TIME,	LJE/OMA	RV323S	FUNCTIONED PROPERLY	11/30/2005
11/24/2005 17:52 UP	9552 AAMML 21	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CREW REPORTED THAT THE CAB SIGNALS WILL NOT CUT OUT AND ARE CAUSING	A PENALTY. NEED TO TRAIL ONLY UNTIL REPAIRED. LJE/OMA11/25/05 - UNIT IS DROPPING LOAD AND NOT LOADING. FAULTS WON'T STAY RESET.1950CST-PMR/OMA	CX809	CAB SIGNAL CALIBRATED OK ON 7 DEC. 2005	12/7/2005
11/26/2005 17:24 UP	9260 KMNOA 25	940 A.T.C.S. EQUIPMENT	5401	AMPLIFIER	CUT OUT CAB SIGNAL MP 62 ACCOUNT OF CAB SIGNAL KEEP CAUSING A PENALTY.	RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NZ005	Recalibrated pick up and drop out, completed 60 cab signal test ok.	12/21/2005
11/27/2005 23:48 UP	6854 MNPVP 27	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS DROP OUT AND WOULD NOT RESPOND. NOW HAVE THEM CUT	OUT AT MP 354 ON THE COUNCIL BLUFF SUB. GGC/OMA01/06/06 - AIR COMPRESSORWILL NOT RUN, SHOWS AIR COMPRESSOR WON'T STARTFAULTS, THAT WON'T STAY RESET. TRAIL ONLY UNTIL IT IS REPAIRED. 2348CST-PMR/OMA 2/10/06 AIR COMPRESSOR WON'T RUN, FAULTS WON'T RESET. PMR/OMA	-	replaced tvo card departure tested ok	2/27/2006
1 1/21/2005 25:46 UP	UUJ4 IVIINF V F Z I	910 CAD SIGNAL EQUIPMENT	5420	HANIVION ULTRA-CAB	CUT THE ATC AT MP137 WEST BOUND	WON I RESET. FIVIR/OWA	A 344D	періасец і і о сати перапите тезтец ок	2/21/2006
11/28/2005 4:24 UP	4299 IG2LBX 27	950 OTHER CAB EQUIPMENT	5912	MISSING DUST COVER	ON THE GENEVA SUB ACCOUNT IT WOULD NOT THE ATC AND CAB SIGNALS DROPPED	RESPOND. GGC/OMA	JP016S	B/O ATC NO PARTS	12/2/2005
11/30/2005 5:30 UP	4554 MNPKS 28	910 CAB SIGNAL EQUIPMENT	5403	DECODER	OUT AND WENT DARK. NOW HAVE BUT OUT	AT MP 325.25 EAST BOUND ON THE BOONE SUB. GGC/OMA	NX284S	recaqlibrated atc set too low	12/12/2005
11/30/2005 14:56 UP	4443 KG1LT 30	940 A.T.C.S. EQUIPMENT	<u>540</u> 1	AMPLIFIER	CREW REPORTED THAT THE CAB SIGNALS WHEN DARK AND WILL NOT COME BACK	UP. RUNNING ON ABSOLUTE BLOCK NOW. CUT OUT AT MP 42.5 LJE/OMA	NX284W	UNIT CAME IN RUNNING JUST FINE, FOUND NOTHING WRONG.	12/2/2005
12/1/2005 16:54 UP	4551 IGSAPX 26	910 CAB SIGNAL EQUIPMENT	5402	CONVERTER	CREW REPORTED THAT THEY HAD TO CUT OUT THE CAB SIGNALS AT NX284	ACCOUNT OF CAB SIGNALS KEEP CAUSING A PENALTY. RUNNING ON ABSOLUTE BLOCKNOW. LJE/OMA	NZ021	cab signal causing penalty reclibrated pickup thresholds and tested system.OK	12/4/2005

						RECOVER. ATC WAS CUT OUT AT MP			
						138 VILGROVE, RUNNING ON ABSOLUTE			
						BLOCKNOW. LJE/OMA12/02/05 - NO			
						LOAD IN DYNAMIC BRAKES, CREW			
					ODEW DEPORTED THAT THE CAR	REPORTS DYNAMIC BRAKES ARE			
					CREW REPORTED THAT THE CAB	VERYWEAK, NOT WORKING. TRAIL		recalibrated ccs. performed push pull and	
12/2/2005 8:02 LID	3135 MCHPB 01	940 A.T.C.S. EQUIPMENT	F400	TIMER	SIGNALS CAUSED A PENALTY AND WOULD NOT	ONLY UNTIL IT IS REPAIRED. 1832CST- PMR/OMA	D 272	load test for dynamic problems with no	12/6/2005
12/2/2005 8:02 UP	3133 WCHPB U1	940[A.T.C.S. EQUIPMENT	5409	TIMER	CREW REPORTED THAT THE CAB	* *	B 372	defects found.	12/6/2005
						CAB SIGNALS ARE CUT OUT AT MP 636,		DEDI ACED DECIEVED DADS VEDICIED	
13/3/3005 8:15 LID	5051 ASJIH 29	910 CAB SIGNAL EQUIPMENT	E 406	RECEIVER BARS	SIGNALS WENT DARK AND CAUSED A PENALTY.	AND RUNNING ON ABSOLUTE BLOCK NOW.LJE/OMA	JP016	REPLACED RECIEVER BARS VERIFIED CCS OK	12/12/2005
12/2/2005 8:15 UP	5051 ASJIH 29	910 CAB SIGNAL EQUIPIVIENT	3406	RECEIVER BARS	LOST POWER TO THE ATC AND PUT	RECOVERED THE AIR AND NOW HAVE	JF016	CCS OK	12/12/2003
					THE TRAIN INTO A PENALTY	IT CUT OUT AT MP 30.5 GENEVA		·	
12/4/2005 10:35 UP	9463 MPRPB 03	950 OTHER CAB EQUIPMENT	9206	AXLE DRIVE	APPLICATION.	SUB.GGC/OMA	JH404D	REPLACED AXLE ALT.	12/20/2005
12/4/2003 10.33 01	3403 WI KI B 03	930 OTHER CAB EQUILIMENT	3200	AXEE BRIVE	CAB SIGNALS CUTOUT ACCOUNT OF	SOB.GGG/OWA	311404D	INCI LAOLD AXLL ALT.	12/20/2003
		REPETETIVE FALSE TRIP /			GIVING A PENALTY WHEN RELEASING			Inspected and tested system several	
12/5/2005 0:44 UP	4443 ZLTCS 05	915 CYCLING	9900	NO DEFECTS FOUND	INDEPENDENT	CEL/OMA	NZ005	times, operates properly.	12/10/2005
12/6/2000 0.1101	1110 22100 00	010 01021110	0000	110 521 2010 1 00115	INDET ENDERY	OLL/OWN C	142000	innes, operates property.	12/10/2000
						SHUTDOWN ACCOUNT OF LOW OIL AND	)	!	
						LOW COOLANT PRESSURE FAULTS.		·	
						UNIT IS DIC.0958CST-PMR/OMAARR NMI	<b>-</b>	1	]
						ON LINE RUNNING WITH NO DEFECTS		RESET LOOSE PLUG ON BCC.	
		TRIPPED LOW OIL DEVICE			LATE REPORT TO RF DESK,	REPORTED OR FOUND-ALL LEVELS OK-	-	CLEANED ECM CONECTORS, LOAD	1
12/7/2005 9:58 UP	8929 MNPNA 06	111 ONLY	2216	CCP DEVICE	DISPATCHER REPORTS UNIT IS DEAD,	12/10/05-NMP R.HOUSE FRMN.	NZ021	AND POWER TESTED ALL SAT.	12/20/2005
	1.5	REPETETIVE FALSE TRIP /			CCS ERRATIC DROPS IN AND OUT. CCS			ccs settings too low recalibrated ccs tested	1
12/9/2005 10:20 UP	9555 MRVNP 04	915 CYCLING	5401	AMPLIFIER	NEEDS TO RECALIBRATED AT	NEXT SHOPPING. CWK/OMA	NX284S	ok	12/9/2005
					CCS KEEPS CAUSING A PENALTY			1	
		REPETETIVE FALSE TRIP /			APPLICATION. CCS CUT OUT AND	CALIBRATED AT NEXT SHOPPING.		ccs tested and recalibrated ok no defects	
12/11/2005 10:12 UP	7255 MEUNP 04	915 CYCLING	9900	NO DEFECTS FOUND	NEEDS	CWK/OMA/LL3523	NX284C	found	12/15/2005
					THE CAB SIGNALS KEEP DROPPING				
					OUT AND CYCLING ON THEM. NOW	AT MP 746 EAST BOUND ON THE		CCS WAS NOT SET-UP CORRECTLY,	
12/21/2005 12:53 UP	3881 ZSCCS 21	910 CAB SIGNAL EQUIPMENT	<u>5</u> 412	CUT OUT SWITCH	HAVE CUT	RAWLINS SUB. GGC/OMA	X 344E	TESTED, SET-UP, & ARMED.	1/23/2006
		REPETETIVE FALSE TRIP /			CCS CUT OUT IN CCS TERRITORY FOR				
12/21/2005 14:50 UP	7155 GDEXMF 15	915 CYCLING	5431	CPU MODULE	FALSE CYCLING. BTD/OMA	TRAIL	NX284E	TIGHTENED CPU MPDULE	12/29/2005
								NEW AMPLIFIER APPLIED TO CCS	
					THE CAB SIGNALS HAVE BEEN CUT	DROPPING OUT FOR NO REASON AT		SYSTEM. CALIBRATED AND TESTED-	
12/22/2005 10:00 UP	9153 QHKNP 20	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	OUT AT MP 488 ACCOUNT THEY KEEP	ALL. GGC/OMA	NX284S	OK.	12/27/2005
						ABOUT 2 UNITS AND DROP OUT. HAVE		!	
					THE CAB SIGNALS KEEPS CYCLING ON			!	
12/23/2005 17:13 UP	4658 AMLNSB 20	910 CAB SIGNAL EQUIPMENT	5407	RELAYS	THEM WILL GET A CLEAR AND THEN G	D LAKESUB. GGC/OMA	NX284S	loose ddsp recalibrated ccs tested ok	12/26/2005
								!	
					CREW REPORTED THAT THE ATC	A PENALTY. ATC IS NOW CUT OUT AT		!	
					KEEPS DROPPING OUT AND PUTTING	MP 36 ON THE CLINTON SUB . RUNNING			
12/24/2005 19:30 UP	7347 QPRNP 24	940 A.T.C.S. EQUIPMENT	9900	NO DEFECTS FOUND	THEM INTO	ONABSOLUTE BLOCK NOW. LJE/OMA	NX284G	no defect found	12/27/2005
					CREW REPORTED THAT THE ATC WAS			1.70	
10/01/0005 00 15/15		2.00 4 7 0 0 50 110 117 117		DECEN (ED DADO	CUT OUT AT CLINTON IA ACCOUNT OF	DROPPING OUT. RUNNING ON		ATC causing penalty. C/O receivers.	40/00/000
12/24/2005 22:47 UP	3040 MPRDM 24	940 A.T.C.S. EQUIPMENT	5406	RECEIVER BARS		ABSOLUTE BLOCK NOW.LJE/OMA	NZ021	Retested cab signals O.K.	12/30/2005
						DDODDING OUT AND CAUGING A		of for ata known describes a 19 of 1	
					CREW REPORTED THAT THEY HAD TO	DROPPING OUT AND CAUSING A PENALTY. CUT OUT AT MP 253 ON THE		rf for atc keeps dropping outrecalibrated	1
					CREW REPORTED THAT THEY HAD TO			atc pick up ( way out of calibrations),45	1
12/25/2005 1:43 UP	6774 ZLDYC 23	940 A.T.C.S. EQUIPMENT	5420	HARMON ULTRA-CAB	CUT OUT THE ATC ACCOUNT OF IT KEEPS	SALEM SUB.RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NZ021S	day inspection done, ob and It good (inspected by jack hamilton)	12/29/2005
12/23/2003 1.43 UP	0/14 2010 23	340 A.T.C.S. EQUIPMENT	5420	LIANVION ULTRA-CAD	INLLFO	CREW WILL CHECK THE MU JUMPERS	INCUZIO	inspected by Jack Hamilton)	12/29/2005
					NO LOAD ACCOUNT OF TL 18/19 MIS-	WHEN THEY GET STOPPED. 0913CST-		found 1 old fault, suspect mu cable fault,	1
12/25/2005 9:13 UP	5871 CWXNA 24	811 ENGINE REVS UP - NO LOAD	9900	NO DEFECTS FOUND	MATCH FAULTS THAT WON'T RESET.	PMR/OMA	NX284Y	wheels ok	12/25/2005
.2,23,2000 0.1001	55. 1 5. N. W. E. I	511 E1611 E1610 01 110 E0710	5500						, _0, _000
						UNTIL REPAIRED. LJE/OMA12/30/05 -		!	
						CREW FOUND THE ENGINE SHUTDOWN		·	
						AND NOTRUNNING, WATER WAS		·	1
					CREW REPORTED THAT THE ATC WILL			·	1
					NOT TAKE THE AIR, NEED TO TRAIL	CREW HAS DRAINED THE WATER AND		jumped started filled with water load tested	i
12/25/2005 19:29 UP	5973 CBTLL 24	940 A.T.C.S. EQUIPMENT	8001	GE RX CLOSEOUT	ONLY	UNIT IS NOWDIC. 0952CST-PMR/OMA	NP162S	fine	1/1/2006
								REPLACED CCS MODULE MFIO (	
								SHORTED ) REPLACED MOD ST/CCS	1
					CREW REPORTED THAT THE CAB	RESTRICTIVE SIGNALS. CUT OUT AT MF		ELEC C.A.R. TESTED AND	1
				MODULE	SIGNALS ARE DROPPING IN AND OUT	973 ON THE SALT LAKE SUB. RUNNING		RECALIBRATED CCS OK AFTER	]
12/26/2005 5:46 UP	4390 KOAMN 22	910 CAB SIGNAL EQUIPMENT	5504	CARD/MICROPROCESSOR	OF	ONABSOLUTE BLOCK NOW. LJE/OMA	NX284S	REPAIRS	12/27/2005
					HAVE CUT OUT THE CAB SIGNALS AT	SUB ACCOUNT THEY KEEPS CYCLING			
					MP 662.3 WEST BOUND ON THE	ON THEM AND DROPPING OUT.		INSP. & TESTED CAB SIGNAL. ALL	1
12/28/2005 12:15 UP	4645 IDUSE 24	910 CAB SIGNAL EQUIPMENT	5409	TIMER	LARAMIE	GGC/OMA	OX591	PASSED.	12/31/2005
				·					

		T T				TARSOLLITE DLOCK TO NORTH DLATTE		1	
						ABSOLUTE BLOCK TO NORTH PLATTE. CEL/OMACCS RUN THROUGH			
						DEPARTURE TEST. TESTED SAT.			
					CAB SIGNALS WENT RESTRICTIVE	LOOPED AND FOUND THRESHOLD			
		REPETETIVE FALSE TRIP /			CAUSING PENALTY. CUTOUT AND	LEVELS LOW. RE-CAL NEXT CAB			
12/28/2005 18:46 UP	5586 CBTWL9 28	915 CYCLING	9900	NO DEFECTS FOUND	RUNNING	SIGNAL DUE DATE/NX284E	NX284E	ARRIVE ON POINT NO FAULTS	1/4/2006
					CAB SIGNALS CAUSING PENALTY.				
		REPETETIVE FALSE TRIP /			RUNNING ABSOLUTE BLOCK UNTIL			TESTED AND RE-CALIBRATED, NO	
12/28/2005 20:49 UP	6641 CTVNA 23	915 CYCLING	9900	NO DEFECTS FOUND	REPAIRED.	CEL/OMA	NP162	DEFECTS FOUND.	2/20/2006
					CUT OUT CAB SIGNALS ACCOUNT OF				
40/00/0005 0 00115	0400 0000 444 00	OAD OAD OLONIAL FOLLIDMENT	5.400	LIA DA CAD	COMPUTER SAYS INOPERATIVE.	DEFER NO PARTO : " BULL!	14/D0 40D	REPLACED CS POWER SUPPLY-BY	0/44/0000
12/29/2005 2:00 UP	8130 GSOVMH 23	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CEL/OMA	DEFER , NO PARTS.trail per D Hopkinson.	WD640D	KEITH PARKER	2/11/2006
					THE CAB SIGNALS KEEP CYCLING AND DROPPING OUT. NOW HAVE CUT OUT				
12/29/2005 8:15 UP	8154 MFRNP 25	910 CAB SIGNAL EQUIPMENT	5708	MICROPROCESSOR	AT	AT MP 673 EAST BOUND ON THE LARAMIE SUB. GGC/OMA	NX284S	out of calibration	12/30/2005
12/23/2003 0.13 01	0104 1/11/11/12/23	STO OND CICITALE EQUIT MENT	3700	MIGROI ROCEGGGR	/\(\)	ENTONINE GOD. GGO/GIVI/	147/2040	CHECKED PICKUPS AND DROPOUTS	12/30/2000
								ALL WELL IN SPECIFICATION	
					CAB SIGNALS PICK UP AND DROP OUT			SUSPECT WEATHER RELATED	
		REPETETIVE FALSE TRIP /			UNWANTED. NEEDS CALIBRATED.			PROBLEM POSSIBLY IN TRACK	
12/29/2005 19:36 UP	3406 MHKSE 29	915 CYCLING	5403	DECODER	CUTOUT	NOW UNTIL REPAIRED. CEL/OMA	OX591	CIRCUIT	1/1/2006
						TRAIN TO GO INTO EMERGENCY. CUT			
					CREW REPORTED THAT THE CAB	OUT THE CAB SIGNALS AT MP 988 ON			
					SIGNALS KEEP GOING DARK AND	THEOGDEN SUB. RUNNING ON		no parts in stock. ok as a trail unit for	
12/31/2005 4:32 UP	4454 MRONP 30	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CAUSING THE	ABSOLUTE BLOCK NOW. LJE/OMA	CX767	power or lead unit in non ccs teritory.	1/5/2006
					UNIT HAS THE CAB SIGNALS CUT OUT	AND WILL NOT RECOVER. UNIT IS			
4/0/0000 0:001 ID	4554 MROND 00	CAO CAR CIONAL FOLIRMENT	5407	DEL AVO	AT WX814 ACCOUNT OF CAUSING A	RUNNING ON ABSOLUTE BLOCK NOW.	NIVOO 40	dd l	4/0/0000
1/2/2006 0:36 UP	4554 MRONP 30	910 CAB SIGNAL EQUIPMENT	5407	RELAYS	PENALTY	LJE/OMA	NX284S	ddsp loose recalibrated ccs ok	1/2/2006
					CREW REPORTED THAT THE ATC	RUNNING ON ABSOLUTE BLOCK NOW.			
1/2/2006 5:05 UP	6608 CTSNA 31	940 A.T.C.S. EQUIPMENT	5420	HARMON ULTRA-CAB	KEEPS DROPPING OUT, CUT OUT AT M 56.	TERRITORYUNTILREPAIRED. LJE/OMA	NX284C	MFIO CARD NEW	1/8/2006
1/2/2000 3.03 01	0000 01010 31	340 A.T.O.O. EQUIT MENT	3420	TIARMON GETTA-CAB	30.	TERRITORY ON TIERE LAIRED. ESE/OMA	11/2040	WI TO CARD NEW	1/0/2000
		REPETETIVE FALSE TRIP /			CAB SIGNALS GO DARK AND GIVE			UNIT CALIBRATION SET TO LOW /	
1/3/2006 11:56 UP	9531 AMLNSR 31	915 CYCLING	5420	HARMON ULTRA-CAB	UNWARRANTED PENALTIES. CEL/OMA		NX284S	NEEDS 060B MOD NEXT SHOPPING	1/3/2006
17672000 1 1100 01	SSST / HINZI VOICE !	310 0102.110	0.20		THE CAB SIGNALS KEEP DROPPING		10.2010	NEEDS SOOD MED NEXT SHOTT ME	1,0,2000
					OUT AND CYCLING ON THEM. NOW	AT MP 026 WEST BOUND ON THE			
1/4/2006 1:58 UP	7155 CPLNA 02	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	HAVE CUT OUT	SOUTH MORRILL SUB. GGC/OMA	NX284C	tested ok	2/11/2006
		REPETETIVE FALSE TRIP /			CAB SIGNALS CUTOUT FOR GIVING				
1/4/2006 12:21 UP	9063 QPRNP 02	915 CYCLING	5410	WIRING	UNWARRANTED PENALTY. CEL/OMA		NZ021	repaired wiring cab signal inspection done	1/7/2006
								CCS ELECTRICIAN INSPECTED BARS	
					REPORTED CAB SIGNALS WENT DARK.			AND SYSTEM WAS CALIBRATED. NO	
		400507.01/7	==00		RUNNING ABSOLUTE BLOCK NOW.	251 (211)		DEFECTS FOUND WITH SYSTEM	. =
1/4/2006 14:08 UP	9153 MNPKS 04	912 ASPECT OUT	5508	27 POINT CABLE	TRAIL ONLY.	CEL/OMA	NX284S	AFTER INSPECTION.	1/7/2006
1/4/2006 16:221 ID	2017 MMTCL 04	012 ASPECT OUT	E410	WIRING	MARSHALLTOWN REPORTS CAB SIGNALS WENT DARK. CEL/AOPM		NZ021	Cab signals went dark.C/O missing fuse	1/6/2006
1/4/2006 16:32 UP	3017 MMTCL 04	912 ASPECT OUT	3410	WIRING	CREW REPORTED THAT THE CAB		INZUZ I	cap & fuse. Cab signal tested O.K.	1/0/2006
						OUT AT WX662 AND ARE RUNNING ON			
1/5/2006 8:23 UP	9780 AAMMLB 03	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	NOW CUT	ABSOLUTE BLOCK NOW. LJE/OMA	NX284	recalabrated atctested good	1/16/2006
., .,					CAB SIGNALS CUT OUT DUE TO	A PENALTY HAPPENED AT MP245		gee	.,
					ASPECTS GOING DARK AND PUTTING	KEARNEY SUB NOW RUNNING			
1/8/2006 9:30 UP	9153 QNPWXP 08	912 ASPECT OUT	9900	NO DEFECTS FOUND	TRAIN INTO	ABSOLUTE BLOCK.BTD/OMA 9:30 CST	NX284	TROUBLESHOOT CCS - TESTED OK	1/14/2006
					CCS CUT OUT DUE TO GOING DARK	BLOCK INTO NOP DO NOT USE AS A			
					KEARNEY SUB MP171 RUNNING	LEADER IN CCS TERRITORY			
1/8/2006 9:45 UP	3956 ILBNOB 03	912 ASPECT OUT	9900	NO DEFECTS FOUND	ABSOLUTE	UNTILREPAIRED. BTD/OMA 9:50 CST	TP250	tested ccs with no defects found.	2/18/2006
					REPORTED CAB SIGNALS WORK BUT				
4/0/0000 40:00 115	E447 700V0 00	AUDIBLE INDICATOR	5.400	ALIDIDI E INDICATOS	NO AUDIBLE. RUNNING ABSOLUTE	TRAIL ONLY	NZOO4	reset system ran depature test several	4/00/000
1/9/2006 16:39 UP	5417 ZSCKC 08	913 DEFECTIVE	5408	AUDIBLE INDICATOR	BLOCK. CEL/OMA  CANT NOT GET THAT AIR TO RESET.	TRAIL ONLY	NZ021	times works ok	1/26/2006
					HAVE CUT OUT THE CAB SIGNALS BUT			Ack horn malfunction. Repaired so audible	
1/11/2006 2:30 UP	3087 MCLPR 10	10 AIR BRAKES	5408	AUDIBLE INDICATOR	SILL	WILL NOT RESET. GGC/OMA	NZ021	is at acceptable level.	1/11/2006
.,, 2000 2.00 01	333,32, 10 10	TOPHIC BIOTICES	0-100			TO TRAIL ONLY IN ATC	0_1		./ 1 1/2000
						TERRITORY.LJE/OMArf for cab			
						signals will not departure testreplaced		rf for cab signals will not departure	
						wrong tvo module ( needs mag-vlv tvo),		testreplaced wrong tvo module ( needs	
					CREW REPORTED THAT THE ATC WILL	calibrated and tested ok, departure tested		mag-vlv tvo), calibrated and tested ok,	
				MODULE	NOT COMPLETE A DEPARTURE TEST,	ok, ob and It good ( completed by john		departure tested ok, ob and It good (	
1/11/2006 8:30 UP	5186 MASPR 10	940 A.T.C.S. EQUIPMENT	5504	CARD/MICROPROCESSOR	NEED	wilson)	NZ021	completed by john wilson)	1/12/2006
					MARRYSVILLE FOREMAN GENERAL	OUT. CUT OUT AT KX148 AND RUNNING			
4/40/0000 17 5-1:-	5500 141015 13	2/2/2/2 2/2/2/2	·		REPORTED TAHT THE CCS KEEPS	ON ABSOLUTE BLOCK NOW. NEED TO	NIV(22:2		414.41==
1/13/2006 15:05 UP	5592 MHONP 10	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	DROPPING	TRAILONLY UNTIL REPAIRED. LJE/OMA	NX284S	replaced the ddsp module	1/14/2006
1/14/2006 7:00110	022   ECE0 44	REPETETIVE FALSE TRIP / 915 CYCLING	5007	NO DOWER TO/EDOM OFT	CCS WAS CUT OUT FOR CYCLING AT		NV2040	out of collibration	1/14/2006
1/14/2006 7:00 UP	832 LFG58 14	SIDICICING	5907	NO POWER TO/FROM OBT	MP 147 ON KEARNEY SUB. BTD/OMA	1	NX284S	out of calibration	1/14/2006

1/14/2006 8:30 UP	4472 MNPNA 13	REPETETIVE FALSE TRIP / 915 CYCLING	5403	DECODER	CCS CUT OUT FOR CYCLING ON SIDNE	Y DO NOT USE AS A LEADER IN CCS KITERRITORY UNTIL REPAIRED, BTD/OMA	OY591	c/o ddsp module account ccs cycles	1/17/200
1/14/2000 8.30/07	44/2 WINTINA 13	SISCICLING	3403	BLOODER	SUB-WIF 491 KUNNING ABSOLUTE BLOCK	THATIS IT. GGC/OMA 1/24/06 - NO LOAE IN DYNAMIC BRAKING, CONTINUOUSWHEEL SLIP WHEN IN DYNAMIC BRAKES. DYN BRKS ARE NOV CUTOUT.2313CST-PMR/OMA2/11/06 -	D	co dusp module account ces cycles	1717/200
					CAN NOT GET THE ATC TO POWER UP AT ALL. THE CCS IS WORKING OKAY	WHEEL SLIP IN DYN BRKS, HAVE CUTOUT DYN BRKS DEFECTIVE.		replaced burnt section of grids and load	
1/15/2006 2:35 UP	2507 MSXKS 14	950 OTHER CAB EQUIPMENT  CCS DOES NOT FUNCTION	4005	GRIDS	BUT CREW REPORTS NO POWER FOR THE	PMR/OMA MILEPOST 128.6 ON THE LAURENS	MX283D	tested ok Replaced power supply and repaired	2/18/200
1/15/2006 14:51 UP	3300 GCACDM 13	911 AT ALL	5410	WIRING	CAB SIGNALS. CEL/OMA	BRANCH. CEL/OMA	NZ005	damaged wiring.	1/24/200
		CCS DOES NOT FUNCTION			CAN NOT GET THE CAB SIGNALS TO FUNCTION AT ALL. HAVE ALL BREAKER	BUT NOT GETTING ANY POWER.		NEW POWER SUPPLY AND CPU,	
1/15/2006 19:00 UP	8049 CBPNA 14	911 AT ALL	5420	HARMON ULTRA-CAB	ON THE ATC WAS CUT OUT FOR FALSE	GGC/OMA	NX284S	CALIBRATED AND TESTED OK. unit to be used on non ccs territory, rf	1/17/200
1/16/2006 11:20 UP	5129 MCHNP 15	REPETETIVE FALSE TRIP / 915 CYCLING	0000	NO DEFECTS FOUND		B ARE NOW RUNNING ABSOLUTE BLOCK, DO NOT USE AS A LEADER. BTD/OMA	JP016	closed to be able to use unit, RM placed for CCS B/O.	1/23/200
1/10/2006 11.20 UF	5129 WCHNF 15	SISCICLING	9900	NO DEFECTS FOUND	LOST ALL POWER TO THE CAB SIGNAL	BUT WOULD NOT POWER UP. NOW CUT OUT AT MP 565.4 ON THE LARAMIE		CCS POWER SUPPLY WAS BAD WOULD NOT POWER UPREPLACED POWER SUPPLY AND CALIBRATED	1/23/200
1/17/2006 1:32 UP	4652 MGRDV 16	910 CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	SYSTEM. RESET THE CIRCUIT BREAKER	R SUB.GGC/OMA WORK AT ALL. GGC/OMA 01/22	NX284S	AND TESTED OK	1/19/200
1/17/2006 1:35 UP	8234 CPWNA 15	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	LOST POWER TO THE ATC AFTER THEY HAD DONE A SELF TEST. NOW WILL NOT	UPDATE: UNIT NOW KEEPS TRIPPING THEENGINE PROTECTION DEVICE FOR LOW COOLANT PRESSURE AND WILL NOT STAYRESET. NOW HAVE THE UINT ISOLATED. GGC/OMA	NX284S	replaced cmpu and cpu module andtested ok	1/28/200
					FOREMAN GENERAL REPORTED THAT THE CAB SIGNAL POWER SUPPLY IS	ORDER, IS CUT OUT NOW RUNNING ON ABSOLUTE BLOCK NOW. NEED TO TRAIL ONLYUNTIL REPAIRED. LJE/OMAUPDATE: UNIT WAS SET OUT AND HAS AN IDLER IN THE #3 POSITION NOTHINGWAS REPORTED TO THE		REPLACED POWER SUPPLY. ALSO	
1/18/2006 13:38 UP	8083 CRQBT 16	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	BAD	TECH DESK. GGC/OMA	NX284	REPLACED #3 TM FOR LOCKING UP	1/25/200
				ATCS CURCUIT BREAKER	CREW REPORTED THAT THE CAB SIGNALS KEEP DROPPING OUT AND	COME BACK UP. CUT OUT AT MP 62 AND RUNNING ON ABSOLUTE BLOCK			
1/18/2006 13:59 UP	4207 IG1CIX 18	940 A.T.C.S. EQUIPMENT	5908	DEFECTIVE	WILL NOT COUNCIL BLUFFS MECHANICAL	NOW.LJE/OMA ACCOUNT OF THE CPU CARD IS BAD.	C 015	service only Found a plug on atc magvalve and	1/30/200
4/40/0000 0.5011D	0700 MK00V 40	910 CAB SIGNAL EQUIPMENT	5405	MACNET VALVE	REPORTED THAT THE CAB SIGNALS	NEED TO TRAIL ONLY UNTIL	N7005	removed, also had a b/o tach and test card	0/4/000
1/19/2006 9:56 UP	9726 MKCSX 18		5405	MAGNET VALVE	ARE BAD ORDER ATC HIGH SPEED WHISTLE NOT	REPAIRED.LJE/OMA	NZ005	sytem working fine now.	2/1/200
1/20/2006 7:50 UP	9054 MCHNP 19	AUDIBLE INDICATOR 913 DEFECTIVE	5408	AUDIBLE INDICATOR	WORKING DO NOT USE AS A LEADER IN	I     TERRITORY UNTIL REPAIRED. BTD/OMA	NX284	TESTED, HIGH SPEED WHISTLE WORKING OK.	1/22/200
					THE CAB SIGNALS DROPPED OUT DARK	CHAVE CUT OUT AT MP 565 WEST BOUND ON THE LARAMIE SUB.			
1/21/2006 23:25 UP	4351 MDVGR 21	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	UP, NOW	GGC/OMA	WX817	cycled comp- working out	1/22/200
					THE ATC MOTION LIGHT IS	TERRATORY UNTIL REPAIRED. BTD/OMA UPDATED GREEN RIVER MECHANICALREPORTED THAT THE UNIT TRIPPED LOW OIL PRESSURE FAULTS, WILL NOT STAYRESET. UNIT			
1/22/2006 6:10 UP	9746 IG2LBB 21	912 ASPECT OUT	9900	NO DEFECTS FOUND	LEADER IN ATC PC WONT RESET. CAB SIGNALS	IS DEAD AND DRAINED. LJE/OMA	UP002	TESTED OK	1/26/200
1/22/2006 13:46 UP	2446 RBMBD 19	10 AIR BRAKES	1710	VALVES	CUTOUT AND RESETING AIR NO HELP. CEL/OMA	defer	AX345C	unloader valve was frozen. repaired, unit now gets air to reset the PC	2/1/200
1/23/2006 16:56 UP	9536 ALRMLX 18	910 CAB SIGNAL EQUIPMENT	5444	VITAL INPUT PCB	CREW REPORTED THAT THE CAB SIGNALS KEEPS PUTTING TNEM INTO PENALTY	WHEN RELEASING THE INDEPENDENT BRAKES. CUT OUT AT MP 664 AND RUNNING ONABSOLUTE BLOCK NOW. LJE/OMA	JP016	CNW SIDE WAY OUT OF ADJUSTMENT, RE-CALIBRATED CCS/ATC	1/29/200
					GRAND ISLAND FOREMAN GENERAL REPORTED THAT THE CAB SIGNALS	DROPPING OUT. NEED TO TRAIL ONLY		FRONT BAR BRACKET LOOSE, REWELDED BRACKET. REAR BAR MISWIRED, REWIRED BAR.	
1/24/2006 10:57 UP	832 LNC14 24	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	KEEP CREW REPORTED THAT THE CAB	UNTIL REPAIRED. LJE/OMA STARTED CYCLING ON AND OFF. CUT	NX284	RECALIBRATED CCS, TESTED OKAY.	2/2/200
1/24/2006 12:05 UP	9748 KMNOA 23	910 CAB SIGNAL EQUIPMENT	5504	MODULE CARD/MICROPROCESSOR	SIGNALS PUT THEM INTO PENALTY, AND THEN REPORTED CAB SIGNAL WENT TO	OUT AT MP 106.7 RUNNING ON ABSOLUTEBLOCKNOW. LJE/OMA	UP002	applied calibration	1/31/200
1/26/2006 3:39 UP	4465 QNPSKP 26	CCS DOES NOT FUNCTION 911 AT ALL	5420	HARMON ULTRA-CAB	RESTRICTEDSIGNAL, RESET AND NO HELP.	MP276, KEARNEY SUB. ABSOLUTE BLOCK. RLD/OMA	NZ021	recalibrated atc. found test switch in monitor mode	2/1/200

				T			1		
1/28/2006 12:21 UP	9752 MKCCP 27	914 WILL NOT ACKNOWLEDGE	9900	NO DEFECTS FOUND	ATC AIR PORTION CUTOUT ACCOUNT OF NO AUDIBLE AND WILL NOT ACKLOWLEDGE.	CEL/OMA 02/02 UPDATE MCPFW 31, TRIPPED THE LOW OIL SENSOR AND SHUT DOWN,RESETS BUT WILL NOT HOLD. HAVE ADVISED THE CREW TO DRAIN THE WATER.GGC/OMA2-8-06 DID NOT HAVE CPU FOR ATC IN FT.WORTH.no low oil pressure problem at ftw. 2/11cab signal part to beat ftw 3/27.	TP250S	load tested and placed on control run no problems found for low oil pressure tll/ftw	2/15/2006
1720/2000 12.21 01	3732 1411001 27	314 WILL HOT NORHOWLEBGE	3300	NO BELLEGIOT COND	ACKLOWELDGE.	itw. 2/11 cab signal part to beat itw 6/27.	11 2000	problems round for low on pressure til/itw	2/10/2000
1/30/2006 4:01 CEFX	117 OEOT5 28	811 ENGINE REVS UP - NO LOAD	9900	NO DEFECTS FOUND	LATE REPORT TO THE RF DESK, DISPATCHER 41 REPORTS THE UNIT WILL NOT	LOAD ACCOUNT OF TRACTION MOTOR TROUBLES. NO OTHER INFORMATION AVAILABLE.0401CST-PMR/OMA	OX591R	NO REPAIRS MADE, ACCORDING TO NIGHT MTO JARVIS, NOTHING WRONG WITH POWERAND ALL WORKING JUST FINE PER INBOUND CREW.	2/2/2006
1/30/2006 11:05 UP	9757 KMNOA 27	910 CAB SIGNAL EQUIPMENT	5405	MAGNET VALVE	CREW REPORTED THAT THE CAB SIGNALS DROPPED OUT AND WILL NOT COME	BACK UP. CAB SIGNALS ARE CUT OUT AT MP 644. RUNNING ON ABSOLUTE BLOCKNOW. LJE/OMA	JH404D	found to be way out of adustment	2/13/2006
1/30/2006 16:28 UP	2442 MKCCB 29	910 CAB SIGNAL EQUIPMENT	5708	MICROPROCESSOR	CAB SIGNAL CUT OUT AT MP 428 ACCOUNT OF THEY WENT INTO EMERGENCY		MX283D	Changed out the Vital input card, and did monthly CCS/ATC.	2/11/2006
2/3/2006 3:47 UP	8132 CPMJR 02	REPETETIVE FALSE TRIP / 915 CYCLING	9900	NO DEFECTS FOUND	CUTOUT CAB SIGNALS ACCOUNT OF TRIPPING UNWARRANTED PENALTY APPLICATION.	RUNNING ABSOLUTE BLOCK AT THIS TIME UNTIL RESOLVED. CLINTON SUB ATMILEPOST 110. CEL/OMA	NX284W	Elect. tested system and found no trouble	2/4/2006
2/8/2006 1:33 UP	9713 QNPELX 07	CCS DOES NOT FUNCTION 911 AT ALL	5407	RELAYS	CAB SIGNAL PROBLEMS. CAUSING PENALTY AND CUTOUT NOW. BOONE SUBDIVISION	AT MILEPOST 277. CEL/OMA	LS372	Recalibrated CCS	3/6/2006
					THE CAB SIGNALS DROPPED OUT AND WENT DARK AND PLACED THE TRAIN	EMERGENCY AND WOULD NOT RECOVER. NOW HAVE THE CAB SIGNALS CUT OUT ATMP 576 WEST BOUND ON THE LARAMIE SUB.			
2/8/2006 13:45 UP	9672 AGBMI 06	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	INTO	GGC/OMA	JH404D	ALL CHECKS OK	3/13/2006
2/9/2006 11:10 UP	8286 CKINA 07	910 CAB SIGNAL EQUIPMENT	5708	MICROPROCESSOR	THE CAB SIGNALS ARE CUT OUT ACCOUNT THEY DO NOT HAVE ANY POWER GOING	TO THEM. GGC/OMA	NX284	REPLACED CPU	2/19/2006
					HAD THE CAB SIGNALS DROP OUT AND	AND PUT THE TRAIN INTO A PENALTY, AFTER THAT THE CREW WAS NOT ABLE TOGETTHE AIR TO RECOVER. NOW HAVE THE CCS CUT OUT AT MP 936 EAST BOUNDON THE GREEN RIVER			
2/9/2006 12:50 UP	5187 KTSAH2 07	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	DID NOT GIVE ANY AUDIBLE INDICATION		ZA018D	no tester will leave rm in on unit as b/o ccs	3/2/2006
2/9/2006 13:45 UP	3868 MNPPT 06	910 CAB SIGNAL EQUIPMENT	5410	WIRING	HAVE CUT OUT THE CAB SIGNALS AT MP 415 WEST BOUND ON THE SIDNEY SUB	ACCOUNT THEY WOULD NOT RESPOND TO WAY SIDE SIGNALS. GGC/OMA	OX591	FOUND CPU IN CALIBRATE MODE CAUSING SIGNALS TO DROPOUT. TESTED SEVERAL TIMES AFTER REPAIRS. ALL TESTS OK	2/13/2006
2/11/2006 19:09 UP	5354 UGLSE 10	10 AIR BRAKES	5403	DECODER	CREW REPORTED THAT THE UNIT KEEPS GETTING A CAB SIGNAL FAULT AND	PUTS THE UNIT INTO PENALTY, CUT OUT CAB SIGNALS ON THE SCREEN AND NOHELP. NEED TO TRIAL ONLY UNTIL REPAIRED. LJE/OMA	NZ021	RF- CREW REPORTED THAT THE CAB SIGNALS KEEP GETTING A FAULT. TECH. FOUND THAT THE CAB SIGNALS WERE OUT OF CALIBRATION. RECAL. & ALL CAB SIGNALSTESTED GOOD AFTER REPAIRS WERE MADE. LOAD, POWER, & DYNAMICS ALL TESTED G	2/21/2006
2/12/2006 8:55 UP	3326 ILPMN 06	811 ENGINE REVS UP - NO LOAD	4108	CABLES/WIRING	NO LOAD, CREW REPORTS THE CCS CAB SIGNALS WENT OFF WHEN THEY	WERE IN NON-CAB SIGNAL TERRITORY, PUT THEM INTO A PENALTY AND PCS, THEYRECOVERED AND RESET THE PC BUT NOW THE UNIT WILL NOT LOAD. REVS-UP BUT NOLOAD. CCS CAB SIGNALS ARE NOW CUTOUT BUT UNIT WILL NOT LOAD. 0855CST-PMR/OMA	X 344D	REPAIRED WIRING LUG AND WIRING BURNT OFF ALTERNATOR FIELD LEAD	2/13/2006
2/12/2006 15:42 CEFX	117 GSETTA 11	811 ENGINE REVS UP - NO LOAD	6903	MISMATCH	NO LOAD ACCOUNT OF INVERTER FAULTS AND WHEEL DIAMETER MIS- MATCH	FAULTS THAT WON'T RESET. 1542CST-PMR/OMA	OX591	TRUED WHEEL ACCT MISMATCHED CAUSING TCC FAULTS AFTER TRUE LOAD TESTED AND DRAG TESTED OK	2/14/2006
2/14/2006 5:00 UP	6701 MRONP 13	CCS DOES NOT FUNCTION 911 AT ALL		HARMON ULTRA-CAB	CAB SIGNALS WERE CUT OUT AT MP680 ON THE RAWLINS SUB, DUE TO GOING	DARK THEY ARE NOW ABSOLUTE	NX284S	iloc module bad= replaced and tested and recalibrated ok	2/16/2006

					OLIT AT MP 224 7 ON THE SIDNEY SHE			
					OUT AT MP 334.7 ON THE SIDNEY SUB. GGC/OMA 02/21 UPDATE: NOT THE			
					UNITWILL NOT LOAD AND IS GETTING			
				THE CAB SIGNALS KEEP CYCLING ON	AN INDICATION OF NO COMPANION		c/o slip ring brushes, and reset CPU	
				THEM AND DROPPING OUT, NOW HAVE			module for ccs account faults, all checks	
2/14/2006 9:00 UP	4475 AAMCY 10	910 CAB SIGNAL EQUIPMENT	4106 SLIP RINGS	CUT	RESET. GGC/OMA	PX862	good	2/25/2006
				MOTION LIGHT FOR CAB SIGNALS IS		1	9***	
				OUT. IN ATC TERRITORY ON THE	SUB AT MILEPOST 158. TRAIN SPEED		Found cab signal axle alternator b/o,	
2/15/2006 23:02 UP	9747 MNPPR 14	910 CAB SIGNAL EQUIPMENT	5411 AXLE DRIVE	CLINTON	RESTRICTED TO 40MPH. CEL/OMA	NZ005	replaced and tested ok.	2/19/2006
					AND WOULD NOT CHANGE TO FROM			
				HAVE CUT OUT THE ATC ACCOUNT IT	RESTRICTING TO CLEAR. CUT OUT AT			
				WOULD NOT GIVE ANY AUDIBLE	MP 3490N THE COUNCIL BLUFFS SUB.			
2/19/2006 6:24 UP	6718 MNPSS 18	950 OTHER CAB EQUIPMENT	5906 POWER SUPPLE FAII	LURE INDICATION	GGC/OMA	NX284G	ccs good	3/7/2006
					AND TRIPPING PCS. AIR CUTOUT AND			
				AIR LEAK AT THE CAB SIGNAL CUTOUT			Air leak at cab signal cutoff dbmv changed	
2/20/2006 4:48 UP	9827 ICIBP 16	10 AIR BRAKES	1606 BRAKE VALVE	VALVE CAUSING AIR TO BLEED DOWN	REPAIRED.CEL/OMA	NZ021	out not leaking now	2/24/2006
				NOT GETTING ANY AUDIBLE		_		
0/00/0000 0 00/15			- 40 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	INDICATION FROM THE ATC/ATS, NOW			5 1 A D 1 B G G (G A D 1 1 1 1 1 1	0/00/000
2/20/2006 6:30 UP	5224 KLAG1 16	950 OTHER CAB EQUIPMENT	5404 ASPECT DISPLAY	HAVE IT CUT	SUB. GGC/OMA	NZ005	Found ADU B.O. C/O ADU tested good.	2/23/2006
		DEDETETIVE EALOR TRID		CCS WAS CUT OUT ON THE EVANSTON	•			
2/24/2006 2:2011D	9760 MNPRO 18	REPETETIVE FALSE TRIP /	0000 NO DEFECTS FOLING	SUB, WOULD NOT ACKNOWLEDGE.		LIDOOO	done complete ccs test with no defects	2/24/2006
2/21/2006 2:20 UP	3700 IVINPRO 10	915 CYCLING	9900 NO DEFECTS FOUND	D BTD/OMA	EQUIPMENT BOX AND FOUND THE	UP002	found	2/21/2006
					POWER SWITCH WAS OFF, HAD THEM		rf for cab signals went dark/ will not power	
				CAN NOT GET THE CAB SIGNALS TO	TURN IT ONBUT STILL COULD NOT GET		upchanged ultra cab power supply,	
				POWER UP AT ALL, HAD CREW OPEN	THE CAB SIGNALS TO POWER UP.		calibrated settings, completed 45 day	
2/21/2006 6:14 UP	8347 MASPR 20	910 CAB SIGNAL EQUIPMENT	5420 HARMON ULTRA-CAE	· · · · · · · · · · · · · · · · · · ·	GGC/OMA	NZ021	inspection, ob and It good	2/23/2006
2,2.,2330 0.11 01	3577 13757 125	515 515 GIGINE EQUI INCIT	55	CAB SIGNALS WERE CUT OUT ON THE		1	South and a good	_,_0,2000
		CCS DOES NOT FUNCTION		COLUMBUS SUB MP039 FOR NOT	A CLEAR SIGNAL THEY ARE NOW			
2/21/2006 22:30 UP	9033 QPRNP 20		9900 NO DEFECTS FOUND		RUNNING ABSOLUTE BLOCK. BTD/OMA	NX284S	TESTED CCS ATC CHECKED O/K	2/22/2006
						1		
					RV065. ACCOUNT OF DAMAGE TO THE			
					#6 SUPPORT BRACKET, BOLT MISSING			
					ANDSANDER BRACKET RIPPED OFF			
					AND SUPPORT BRACKET IS HANGING.			
					SPARK NVAND T-2 DESK NOTIFIED.			
				SETOUT "SEE SETOUT DATABASE"	LJE/OMA02/25 DEFECTS REPAIRED, OK			
				UNIT IS BEING SETOUT AT RYEPATCH	TO USE AS POWER TO SHOP FOR RF			
2/24/2006 22:04 UP	9146 AMT6 24	532 NOISY TRACTION MOTOR	1906 PIPING	NV	CLOSEOUT.KRS/OMA	RV323S	defects inspected & ok for service	2/28/2006
							RF- CAB SIGNALS HAVE BEEN CUT	
							OUT ACCOUNT OF NOT BEING ABLE	
							TO RECOVER FROM EMERGENCY.	
							FOUND B/O CPU CARD FOR CAB	
				HAVE CUT OUT THE CAB SIGNALS AT	SUB ACCOUNT THEY CAN NOT GET IT		SIGNALS. C/O BAD CARD. ALL TESTED GOOD AFTER REPAIRS WERE MADE	
				MP 989 EAST BOUND ON THE SALT	TO RECOVER FROM EMERGENCY.		PREFORMED 45-DAYS ALSO. NO	
2/25/2006 6:44 UP	4753 QWCNP 22	910 CAB SIGNAL EQUIPMENT	5420 HARMON ULTRA-CAE		GGC/OMA	NZ021S	FURHTER DEFECTS	3/1/2006
2/20/2000 0.77 01	7700 (4770141 22	STO OND GIGHAL EQUITIVILIAT	O IZOTI MINION OLTRA-OAL	THE CAB SIGNALS KEEPS CYCLING ON		1420210	TOTAL PER EUTO	5/1/2000
				THEM, NOW HAVE CUT OUT AT MP 31			checked ccs and atc pick ups and drop	
2/25/2006 14:00 UP	7155 CHSJR9 18	910 CAB SIGNAL EQUIPMENT	9900 NO DEFECTS FOUND		SOUTH MORRILL SUB. GGC/OMA	NP162	outs, NTF	2/27/2006
				HAVE CUT OUT THE CAB SIGNAL	GENEVA SUB ACCOUNT THEY KEEP		<u> </u>	
				SYSTEM AT MP 127.6 EAST BOUND ON			found clear bell b/o. replaced train ops	
2/26/2006 11:45 UP	2957 MASPR 25	910 CAB SIGNAL EQUIPMENT	5408 AUDIBLE INDICATOR		TRY TO PULL.GGC/OMA	NZ021	completed 45 day	2/27/2006
				HAVE CUT OUT THE CAB SIGNALS			cab signal could not get to recover air	
				SYSTEM AT MP 90 ON THE CLINTON	COULD NOT GET THE AIR TO RECOVER		repaired wiring changed amp. did 45 day	
2/27/2006 6:32 UP	3087 UEC6BL 26	910 CAB SIGNAL EQUIPMENT	5401 AMPLIFIER	SUB,	FROM EMERGENCY. GGC/OMA	NZ021	all checks ok	3/3/2006
0/07/0005	1000 1000 100	REPETETIVE FALSE TRIP /		CAB SIGNALS DROPPED OUT 3 TIMES		LIDA		a /= /= -
2/27/2006 21:35 UP	4368 MNPLV 27	915 CYCLING	9900 NO DEFECTS FOUND		L.	UP002S	no-defects.	3/5/2006
		LOADING BRODI ENGIN		CREW REPORTED THAT THE UNIT	NOT RESET. UNIT HAS REDUCED LOAD		weit laward and fault	
0/4/000000000	2010 1000 4 20	LOADING PROBLEMS IN	0000 NO DEFECTO FO: " '	TRIPPED TCC MISMATCH FAULTS, THAT		NIVOC 10	unit logged one fault, wheels ok. run per	0/0/0000
3/1/2006 3:27 UP	8310 IG2OA 28	810 POWER	9900 NO DEFECTS FOUND	D WILL  CAB SIGNALS ARE CUTOUT ACCOUNT	FAULTS.LJE/OMA	NX284S	mngt. atc setting was at 250. raised it to 380 and	3/2/2006
]					IN RESTRICTED ZONE. MILEPOST 21 ON		tested 3 times.passed test on all 3	
3/4/2006 9:05 UP	2975 EG2G3 04	910 CAB SIGNAL EQUIPMENT	5401 AMPLIFIER	WHILE	GENEVA SUBDIVISION. CEL/OMA	NZ077	accounts, problem repaired.	3/4/2006
3/4/2000 9.00 07	2913 LG2G3 U4	STO OND SIGNAL EQUIPMENT	UTU I AIVIF LII IER	CUT OUT THE ATC AT MP 321.2 EAST	GETTING AN AUDIBLE INDICATION AND		accounts, problem repaired.	3/4/2000
				BOUND ON THE BOONE SUB ACCOUNT			replaced gen field brkr and did 45 day	
3/5/2006 21:25 UP	6557 CCANN 02	910 CAB SIGNAL EQUIPMENT	5410 WIRING	NOT	NOTICE.GGC/OMA	NX284C	test.tested ok per ccs elect.	3/12/2006
0/0/2000 21.20 UF	OOOT COMINI UZ	SINOUR CIOIAUT EXOILINITIAL	O I TO VVII VII VII	THE CAB SIGNALS ARE NOT	THEY ARE NOW CUTOUT AT MP 988	14/12040	Toolitoolog on per ood ereot.	J/ 12/2000
1		ļ,						
3/6/2006 5:35 UP	4227 ILBG2 03	910 CAB SIGNAL EQUIPMENT	5431 CPU MODULE	CORRESPONDING TO THE BLOCK SIGNAL INDICATIONS.	EAST BOUND ON THE SALT LAKE SUB. GGC/OMA	NX284S	toggle switch on cpu in cal mode.	3/7/2006

CCEDITS NOT FINCHION   100 PART						CAB SIGNALS NOT WORKING				
2000000000000000000000000000000000000	3/15/2006 8:40LID	4022 KG1LA 14		5/12	CLIT OLIT SWITCH			CYROOS		3/19/2006
100000   100	3/13/2000 6.40 UF	4932 RGTLA 14	915 CTCLING	5412	COT OUT SWITCH	ACKNOWLEDGING. COTOOT NOW ON		CX0093	SWASHED IIV.	3/10/2000
Debts   Property   Debts   Debt							IS LOADING AT A REDUCED			
Company   Comp										
MONOR FROATS IN   MATERIAL COLORS   MATERIAL C						CREW REPORTED THAT THE UNIT				
Page			LOADING PROBLEMS IN							
The Company of the	3/20/2006 14:22 UP	8354 QPWRV 19	810 POWER	6904	THERMAL CRACKS	FAULTS,	RSVL FOR RF CLOSEOUT <gat>RSV</gat>	RV323S		3/27/2006
COLD DESIGN FACTOR   AND CONTROL   AND CON							NOW HAVE CUT OUT AT MP 243 WEST			
CONTINUED   CONT			CCS DOES NOT FUNCTION			THE CAB SIGNALS WILL NOT WORK AT				
COLOR OF STRUCTURE   PART   COLOR STRUCTURE   PART   PAR	3/21/2006 11:22 UP	9061 MCHNP 18	911 AT ALL	5402	CONVERTER	·	DDM/OMA	NZ021	was good.	4/8/2006
2000000 1			CCS DOES NOT ELINCTION				DECK II I INOIS EAII ED AT CORTI AND		TESTED AND DECALIBRATED COS	
SEPTITIVE PLASS TRIP!   SEPT	3/22/2006 14:25 UP	9775 AGBML 22		9900	NO DEFECTS FOUND	,		NX284		3/24/2006
## \$22,000 P 972 NPGP 22 971 NPGP 24 P 10 COCCURS OF THE COLOR STATE P 10 COCCURS OF THE COCCURS OF THE COLOR STATE P 10 COCCURS OF THE									Unit had 1 limited check and module were	
SECOND   12   12   12   12   12   12   12   1									·	
2020000-2019/UP   1979   MPSPL   22   2911 NT ALL   2400 TIMES   240			REPETETIVE FALSE TRIP /			THE CAB SIGNALS KEEPS CYCLING ON	CUT OUT AT MP 518 WEST BOUND ON		*	
222000 233 UP 513 MPD 72 5114 ALL 5144 ALL 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 513 MPD 72 5114 ALL 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 513 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 513 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 513 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 514 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 514 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 514 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 514 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 514 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 514 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 514 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 514 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 514 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 233 UP 514 MPD 72 5144 ALL 18 THAT YOUR TREST.  222000 234 UP 514 MPD 72 5144 ALL 18 TH	3/23/2006 23:50 UP	4021 AGBSE 21		5430	TVO MODULE	THEM AND DROPPING OUT, NOW HAVE		NZ005		4/3/2006
252-2006 E.S. OF UP   5410 MPMPY 22			OCC BOTO NOT FUNCTION				CHOMO NO COMMUNICATION WITH THE	_		
2222000 530-UP 501 NTWIP 24 01 DIGNE REVS UP - NO LOAD 500 NO DETECTS FOUND METAL THE THE SET OF THE ATT SOUTH THE SET OF THE SET OF THE ATT SOUTH	3/23/2006 23·58 LIP	8130 MNPBY 22		5409	TIMER				cab signals working fine	4/28/2006
SESSION   SESS	5/25/2500 25.50 UI	0100 1811 101 122	STIMINEL	5409	·····	7.00	ar com oreit coordina	117720-777	ŭ ŭ	1/20/2000
SECOND   SET   MPNWP 24									GE INVOLVMENT - WORKED FAULT	
25/2006 S 34 UP 565 MFVNF 24 811 ENGINE REVS UP - NO LOAD 500 NO DEFECTS FOUND NATIONAL PROPERTY RESET SOURCE AND A SOURCE PROVIDED NATIONAL PROPERTY RESET SOURCE AND A SOURCE PROVIDED NATIONAL PROPERTY RESET SOURCE AND A SOURCE PROVIDED NATIONAL PROPERTY RESET SOURCE PROPERTY NATIONAL										
3/25/2006 2-108   UP   515   MYNNP 24   515   MONDE 25   510   MONDE 25   M						NO LOAD ACCOUNT OF TL-18/19 MIS-				
SPAIDUR   STATE   SPAIDUR	3/25/2006 5:34 UP	5615 MFWNP 24	811 ENGINE REVS UP - NO LOAD	9900	NO DEFECTS FOUND		0534CST-PMR/OMA	NX284S		3/28/2006
3292006 12 SUP 2475 WYCH 26 612h POWER 4380 ARMATURE LOCKOUT IN POWER 216GST-PMICOMA 5760 N THE COUNCIL BLUFFS 3290 M MLEPOST IT IN ALL STORY IN ALL										
STATE   STAT	3/26/2006 21:06 LIP	2475 SWTCH 26		4308	ΔRΜΔΤΙΙRΕ			SP760D		3/29/2006
ONLY CELOMA CARE IN TAGGED NO DEFECTS FOUND IN REPORT PAUL NEW YORK TO NOT WORKING AT ALL AT THE SET HAND MAY DEPOTE TO NOT WORKING AT ALL AT THE SET HAND MAY DEPOTE THE PALSE TRIP?  \$614 CONNECTING PRI  ***THE SENT OR DAMAGED*** NOT WORKING AT ALL AT THE SET HAND MAY DEPOTE THE PALSE TRIP ASSET TO NOT WORKING AT ALL AT THE SET HAND MAY DEPOTE THE PALSE TRIP ASSET TO NOT WORKING AT ALL AT THE SET HAND MAY DEPOTE THE PALSE TRIP ASSET TO NOT HER PALSE TRIP ASSET TRIP ASSET TO NOT HER PALSE TRIP ASSET TRI	3/20/2000 21:00 01	2473 6W1011 20	UIZ IN I OWER	4300	ARMATORL	EGGROOT IN TOWER.	1		AL SAUREGOI –	3/23/2000
## APPROACH SIGNAL SOURCE TABLE TRIP   BENT OR DAMAGED   STATE COND. DAMAGED   STATE CON										
SEPTETIVE FALSE TRIP   SENT OR DAMAGED   SENT										
REPETETIVE FALSE TRIP   SENT OR DAMAGED   SPI COVINECTING PIN   SPI COVINECTING PIN   SPI COVINECTING PIN   SPI COVINECTING PIN   TIME   SPI COVINECTING PIN										
32772006 122UP   9866 AQBM 26   915CYCLING   991CONNECTINO PIN TIME   GOCOMA   R73238   xoning at this time   4/32   4/						CAB SIGNALS ARE GOING DARK AND				
4/3/2006 11:16 UP										
4/3/2006 11-18 UP	3/27/2006 12:25 UP	9666 AGBMI 26	915 CYCLING	5914	CONNECTING PIN		GGC/OMA	RV323S	ŭ .	4/3/2006
4/3/2006 11:15 UP 2977 MMTCL 03 950 OTHER CAB EQUIPMENT 5408 AUDIBLE INDICATOR MOVED 1THE CAB SIGNALS KEEP DROPPING OUT ON THE WHYEN THE GET TO A PREPLACED BULL IN INDICATION NOW CET THE CAB SIGNALS KEEP DROPPING OUT ON THE WHYEN THE GET TO A PREPLACED BULL BIN INDICATION NOW CET THE CAB SIGNALS KEEP DROPPING OUT ON THE WHYEN THE GET TO A PREPLACED BULL BIN INDICATION NOW CET THE CAB SIGNALS KEEP DROPPING OUT ON THE WHYEN THE GET TO A PREPLACED BULL BIN INDICATION NOW CET THE CAB SIGNALS KEEP DROPPING OUT AT MP363 ON THE SIDNEYSUB. GGCOMA CX699 PARAMETERS OK 4/15/2  4/4/2006 12:20 UP 5160 KGNKR4 30 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND AUDIBLE INDICATION ON THE AND A CAB SIGNALS AND DID CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND AUDIBLE INDICATION. BY THE CAB SIGNALS KEEP TAKING THE AIR ACCOUNT THEY DO NOT GET ANY AUDIBLE INDICATION. BY THE CAB SIGNALS AND DID CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND AUDIBLE INDICATION. BY THE CAB SIGNALS KEEP TAKING THE AIR ACCOUNT THEY DO NOT GET ANY AUDIBLE INDICATION. BY THE AIR ACCOUNT THEY DO NOT GET ANY AUDIBLE INDICATION. BY THE AIR ACCOUNT THE CAB SIGNALS CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST 25/45. OK NOW. CELIDIAL THEY DID THE CAB SIGNALS CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST 25/45. OK NOW. CELIDIAL THEY DID THE CAB SIGNALS CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST 25/45. OK NOW. CELIDIAL THEY DID TO SEE AND AUDIT THE AIR ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST 25/45. OK NOW. CELIDIAL THE UNIT IS A CAB SIGNALS CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST 25/45. OK NOW. CELIDIAL THE UNIT IS A CAB SIGNALS CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. AND AND AUDIT THE AIR ACCOUNT OF FREQUENT DROPPING OUT. AND AND AUDIT THE AIR ACCOUNT OF FREQUENT DROPPING OUT. AND AND AUDIT THE AIR ACCOUNT OF FREQUENT DROPPING OUT. AND AND AUDIT THE AIR ACCOUNT OF FREQUENT DROPPING OUT. AND AND AUDIT THE AIR ACCOUNT OF THE AIR A	4/3/2006 2:18 UP	6593 CKIBT 01	912 ASPECT OUT	5410	WIRING		MILEPOST SM194. CEL/OMA	NX284C		4/9/2006
4/3/2006 12:40 UP 5163 KMNOA 01 9910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR MOVED  4/3/2006 12:40 UP 5163 KMNOA 01 9910 CAB SIGNAL EQUIPMENT 5410 WIRING CLEAR OR SIGNAL SKEEP DROPPING OUT ON THEM WHEN THE GET TO A SIGNAL SIGNAL NDICATION, NOW UNIT INSPECTED AND GIVEN FULL CCS TEST / ALL SIGNALS, AND 4/15/2  4/3/2006 12:40 UP 5166 KGNKR4 30 910 CAB SIGNAL EQUIPMENT 5410 WIRING CLEAR OR THE CAB SIGNALS KEEP TAKING THE ALL SIGNALS AND 4/15/2  4/3/2006 17:20 UP 5160 KGNKR4 30 910 CAB SIGNAL EQUIPMENT TRIPPED LOW WATER 1/2 DEVICE / AV WATER 1/2									·	
THE CAB SIGNALS KEEP DROPPING   A APPROACH SIGNAL INDICATION NOW   UNIT INSPECTED AND GIVEN FULL   CCS TEST / ALL SIGNALS AND   CLEAR OR   CL	4/0/0000 44 45 UD	2077 MATCL 22	OSO OTHER CAR FOLIRMENT	5400	ALIDIDI E INDICATOR			N7004		4/7/0000
A/3/2006 12-40 UP   5163 KMNOA 01   910 CAB SIGNAL EQUIPMENT   5410 WIRING   CLEAR OR   CLEAR OR   CLEAR OR   CLEAR OR   CLEAR NOR   CLEAR OR   CLEAR NOR   CLEAR OR   CLEAR OR   CLEAR NOR   CLEAR NOR   CLEAR OR   CLEAR NOR   CLEA	4/3/2006 11:15 UP	2977 MMTCL 03	950 OTHER CAB EQUIPMENT	5408	AUDIBLE INDICATOR		A APPROACH SIGNAL INDICATION NOW			4/7/2006
### 1720 ###										
4/3/2006 17:20 UP 5166 KGNKR4 30 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND AUDIBLE  4/3/2006 12:00 UP 538 MKCAT 04 112 DEVICE NOWATER  4/4/2006 12:00 UP 538 MKCAT 04 112 DEVICE NOWATER  4/4/2006 12:00 UP 538 MKCAT 04 112 DEVICE NOWATER  4/4/2006 13:30 UP 6714 CJRS09 03 915 CYCLING  REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND 80:05 (IRML)  REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND 80:05 (IRML)  REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND 80:05 (IRML)  REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND 80:05 (IRML)  REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND 80:05 (IRML)  REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND 80:05 (IRML)  REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND 80:05 (IRML)  REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND 80:05 (IRML)  REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND 80:05 (IRML)  REPETETIVE FALSE TRIP / 9000 NO DEFECTS FOUND 80:05 (IRML)  REPETETIVE FALSE T	4/3/2006 12:40 UP	5163 KMNOA 01	910 CAB SIGNAL EQUIPMENT	5410	WIRING		SIDNEYSUB. GGC/OMA	CX809	PARAMETERS OK	4/15/2006
4/3/2006 12:00 UP 5160 KGNKR4 30 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND AUDIBLE NO AT THE PROPED LOW WATER 120 EVICE / NO WATER 2502 HEAD UNIT ARRIVED ATCHISON, KS. KLWB - HAS BIO POWER ASSY, JRC/OMA. CAB SIGNAL SARE CAUSING REPEAT TRIPPIDE LOW WATER 2502 HEAD HAS BIO POWER ASSY, JRC/OMA. CAB SIGNAL SARE CAUSING REPEAT TRIPPING. CUTOUT NOW ON CAB. SIGNAL SARE CAUSING REPEAT TRIPPING. CUTOUT NOW ON CAB. SIGNAL SARE CAUSING REPEAT TRIPPING. CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST 880.5 ON THE EVANSTAN SUB. CEL/OMA CX899 MR 0.0 AR 34 FP@ 8 45 4/12/2 CAB SIGNALS KEEP TAKING AIR 8 THEY NOW HAVE CUT OUT AT MP 89.75 ON AT MET AND AUDISLE INDICATION THE MARYSVILLE SUB. GGC/OMA PAGE OF TABLE TRIP / DOWN THE CREW SINDICATION THE MARYSVILLE SUB. GGC/OMA PAGE OF TABLE TRIP / DOWN THE CREW System checks good. AT 18/9/2 CAB SIGNALS DROPPED OUT AND COMPLETE NOW HAVE CUT OUT AT MET THE UNIT IS DROPPING TO THE MARYSVILLE SUB. GGC/OMA PAGE OF TABLE TRIP / DOWN THE CREW System checks good. A 18/9/2 CAB SIGNALS DROPPED OUT TO THE STRICTIVE. NOW HAVE CUT OUT AT ME BOR OUT TO RESTRICTIVE. NOW HAVE CUT OUT AT ME BOR OUT TO RESTRICTIVE. NOW HAVE CUT OUT AT ME BOR OUT TO RESTRICTIVE. NOW HAVE CUT OUT AT ME BOR OUT TO RESTRICTIVE. NOW HAVE CUT OUT AT ME BOR OUT TO RESTRICTIVE. NOW HAVE CUT OUT AT ME BOR OUT TO RESTRICTIVE. NOW HAVE CUT OUT AT ME BOR OUT TO RESTRICTIVE. NOW AT A CLEAR INDICATION ON THE DROP OUT TO RESTRICTIVE. NOW AT CLAND GO ABOUT 200 FEET AND HAVE CUT OUT AT ME PAGE ON THE MARY SYLLES US SYSTEM checks good. A 18/9/2 CHARLES TO A COMPUTER. GGC/OMA A CLEAR INDICATION ON THE DROP OUT TO TRESTRICTIVE. NOW AT CLAND GO ABOUT 200 FEET AND HAVE CUT OUT AT ME PAGE ON THE DROP OUT TO TRESTRICTIVE. NOW AT CLAND GO ABOUT 200 FEET AND HAVE CUT OUT AT ME PAGE ON THE DROP OUT TO TRESTRICTIVE. NOW AT CLAND GO ABOUT 200 FEET AND HAVE CUT OUT AT ME PAGE ON THE DROP OUT TO THE PAGE										
4/4/2006 12:00 UP 536 MKCAT 04 112 DEVICE / NO WATER 2502 HEAD HAS BIO POWER ASSY. URC/OMA CAB SIGNALS ARE CAUSING REPEAT TRIPPING. CUTOUT NOW ON CAB SIGNALS ARE CAUSING REPEAT TRIPPING. CUTOUT NOW ON CAB SIGNAL SARE CAUSING REPEAT TRIPPING. CUTOUT NOW ON CAB SIGNAL SARE CAUSING REPEAT TRIPPING. CUTOUT NOW ON CAB SIGNAL SARE CAUSING REPEAT TRIPPING. CUTOUT NOW ON CAB SIGNAL SURCOMA 254.75. OK NOW. CELOMA NX284C repaired 4/11/2 254.75. OK NOW. CELOMA NX284C NOW. OK N	4/3/2006 17:20 UP	5160 KGNKR4 30	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND		INDICATION. GGC/OMA	CO486	complete ccs no defect found	4/13/2006
CAB SIGNALS ARE CAUSING REPEAT						,				
### REPETETIVE FALSE TRIP / 915 CYCLING 5409 TIMER SIGNALS CUTOUT NOW ON CAB SIGNALS CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST PREQUENT DROPPING OUT. MILEPOST SIGNALS CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST SIGNALS CELPOMA CX809 MR 0.0 AR 34 FP@ 8 4135 OP@ 8 75 WT@ 8 190 NT HE EVANSTAN SUB. CEL/OMA CX809 MR 0.0 AR 34 FP@ 8 45 MR	4/4/2006 12:00 UP	535 MKCAT 04	112 DEVICE / NO WATER	2502	HEAD		deter	TP250	(rtm)	4/16/2006
4/4/2006 18:30 UP 6714 CURSO 9 03 915 CYCLING 5409 TIMER SIGNAL 254.75. OK NOW. CEL/OMA NX284C repaired 4/11/2  CAB SIGNALS CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST FOR PING OUT. MILEPOST SIGNALS CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST SIGNALS KEEP TAKING AIR & THEY CAB SIGNALS KEEP TAKING AIR & THEY DO NOT GET ANY AUDIBLE INDICATION THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THAT THE UNIT IS USUBLE TO THE UNIT OF THE UNIT O			REPETETIVE FALSE TRIP /				TERRITORY. KEARNEY SUB MILEPOST			
### REPETETIVE FALSE TRIP / 9509 MNPWC 31 915 CYCLING 9900 NO DEFECTS FOUND 9900 NO DEFE	4/4/2006 18:30 UP	6714 CJRSO9 03		5409	TIMER	SIGNAL		NX284C	repaired	4/11/2006
4/8/2006 3:21 UP 9509 MNPWC 31 910 CAB SIGNAL EQUIPMENT 5412 CUT OUT SWITCH DO NOT GET ANY AUDIBLE INDICATION THE MARYSVILLE SUB. GGC/OMA PV323S tested ok 4/12/2 CAB SIGNALS DROPPED OUT AND DROPPING ITS LOAD. DID NOT SEE ANYTHINGTRIPPED ON THE APPLIES OF TAKING AIR & THEY NOW HAVE CUT OUT AT MP 89.75 ON DO NOT GET ANY AUDIBLE INDICATION THE MARYSVILLE SUB. GGC/OMA PV323S tested ok 4/12/2 CAB SIGNALS DROPPED OUT AND DROPPING ITS LOAD. DID NOT SEE ANYTHINGTRIPPED ON THE MARYSVILLE SUB. GGC/OMA PV323S TESTED ON THE DROPPING ITS LOAD. DID NOT SEE ANYTHINGTRIPPED ON THE DROPPING ITS LOAD. DID NOT SEE ANYTHINGTRIPPED ON THE DROPPING ITS CAB SIGNAL SUP ON THE DROPPING ITS LOAD. DID NOT SEE ANYTHINGTRIPPED ON THE DROPPING ITS CAB SIGNAL SUP ON THE DROPPING ITS CAB SUP O			DEPETETIVE EALOS TOID /						UD@ 0 4405 OD@ 0.75 WT@ 0.400	
4/8/2006 7:40 UP 9357 QNLNP 06 910 CAB SIGNAL EQUIPMENT 5412 CUT OUT SWITCH DO NOT GET ANY AUDIBLE INDICATION THE MARYSVILLE SUB. GGC/OMA RV323S tested ok 4/12/2 AT MP 149 ON THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THE UNIT IS DROPPING IT'S LOAD. DID NOT SEE ANY AUDIBLE INDICATION THE WOULD NOT COME BACK UP. NOW HAVE CUT OUT AT MP 89.75 ON THE WARYSVILLE SUB. GGC/OMA RV323S tested ok 4/12/2 AT MP 149 ON THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE MARYSVILLE SUB. GGC/OMA PONTHE UPDATE: NOW THE MARYSVILLE SUB. THE MARYSVILLE SUB. THE MARYSVILLE SUB. THE MARYSVILLE SUB. THE MARYSV	4/5/2006 3·21 UP	9509 MNPWC 31		9900	NO DEFECTS FOUND		ON THE EVANSTAN SUB-CEL/OMA	CX809		4/12/2006
4/8/2006 7:40 UP 9357 QNLNP 06 910 CAB SIGNAL EQUIPMENT 5412 CUT OUT SWITCH DO NOT GET ANY AUDIBLE INDICATION THE MARYSVILLE SUB. GGC/OMA RV323S tested ok 4/12/2 AT MP 149 ON THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATION THE WITH THE UNIT IS DEPOSITE OF TAULTS OF TAUL	.,0,2000.2101	2000 110 01	3.00.00110	5550	32. 20.0100110			57.550	5.6 / 6 6 16	., . 2, 2000
AT MP 149 ON THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATING THAT THE UNIT IS Bypassing fuel. Replaced fuel filters. No defects or faults found with cab signal system. Tested good. Loadbox and WULD NOT COME BACK UP. NOW ANYTHINGTRIPPED ON THE A/8/2006 8:25 UP 4160 KMNOA 06 910 CAB SIGNAL EQUIPMENT 3512 PRIMARY FUEL FILTER HAVE CUT OUT WILL GET A CLEAR INDICATION ON THE ATC AND GO ABOUT 200 FEET AND HAVE CUT OUT AT MP 67:6 ON THE	100				OUT OUT C'''			D) /		=
GGC/OMA UPDATE: NOW THE CREW ISINDICATING THAT THE UNIT IS Bypassing fuel. Replaced fuel filters. No defects or faults found with cab signal system. Tested good. Loadbox and 4/8/2006 8:25 UP 4160 KMNOA 06 910 CAB SIGNAL EQUIPMENT 3512 PRIMARY FUEL FILTER HAVE CUT OUT AND WILL GET A CLEAR INDICATION ON THE ATC AND GO ABOUT 200 FEET AND HAVE CUT OUT AT MP 67.6 ON THE	4/8/2006 7:40 UP	9357 QNLNP 06	910 CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	DO NOT GET ANY AUDIBLE INDICATION		RV323S	tested ok	4/12/2006
HAVE CUT OUT AND WILL GET A CLEAR INDICATION ON THE AT THE UNIT IS Bypassing fuel. Replaced fuel filters. No defects or faults found with cab signal system. Tested good. Loadbox and WOULD NOT COME BACK UP. NOW ATC AND GO ABOUT 200 FEET AND HAVE CUT OUT AT MP 67.6 ON THE										
WOULD NOT COME BACK UP. NOW ANYTHINGTRIPPED ON THE system. Tested good. Loadbox and 4/8/2006 8:25 UP 4160 KMNOA 06 910 CAB SIGNAL EQUIPMENT 3512 PRIMARY FUEL FILTER HAVE CUT OUT COMPUTER. GGC/OMA NX284S system checks good. 4/9/2 WILL GET A CLEAR INDICATION ON THE DROP OUT TO RESTRICTIVE. NOW ATC AND GO ABOUT 200 FEET AND HAVE CUT OUT AT MP 67.6 ON THE									Bypassing fuel. Replaced fuel filters. No	
4/8/2006 8:25 UP 4160 KMOA 06 910 CAB SIGNAL EQUIPMENT 3512 PRIMARY FUEL FILTER HAVE CUT OUT COMPUTER. GGC/OMA NX284S system checks good. 4/9/2 WILL GET A CLEAR INDICATION ON THE DROP OUT TO RESTRICTIVE. NOW ATC AND GO ABOUT 200 FEET AND HAVE CUT OUT AT MP 67.6 ON THE										
WILL GET A CLEAR INDICATION ON THE DROP OUT TO RESTRICTIVE. NOW ATC AND GO ABOUT 200 FEET AND HAVE CUT OUT AT MP 67.6 ON THE	4/8/2006 8:25 LIP	4160 KMNOA 06	910 CAR SIGNAL FOLIPMENT	3512	PRIMARY FUEL FILTER			NX284S	,	4/9/2006
ATC AND GO ABOUT 200 FEET AND HAVE CUT OUT AT MP 67.6 ON THE	1,0,2000 0.20 01	1100 141111071 00	STOCKE GOTT RELATI	5512				117720-10	System oncome good.	7/2/2000
4/9/2006 7:50 UP   5646  CNTRO9 08   910 CAB SIGNAL EQUIPMENT   9900 NO DEFECTS FOUND   THEN   BOONESUB. GGC/OMA   NX284S   did ccs test for qm inspection, tested o/k   5/3/2						ATC AND GO ABOUT 200 FEET AND	HAVE CUT OUT AT MP 67.6 ON THE			
	4/9/2006 7:50 UP	5646  CNTRO9 08	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THEN	BOONESUB. GGC/OMA	NX284S	did ccs test for qm inspection, tested o/k	5/3/2006

4/9/2006 12:30 UP	49	108 SWTCH	10 AIR BRAKES	1609	PIPING	KEEPS DUMPING THE AIR FOR NO REASON AT ALL, HAVE THE CAB SIGNALS	CUT OUT AND STILL TAKES THE AIR.	RV323S	changed event recorder magnet valve	4/13/2006
4/9/2006 13:08 UP			910 CAB SIGNAL EQUIPMENT	5908	ATCS CURCUIT BREAKER DEFECTIVE	HAVE CUT OUT THE ATC AT MP 299 ON THE BOONE SUB. THEY KEEP DROPPING	OUT AFTER EVERY CLEAR SIGNAL ALSO THE HIGH SPEED WHISTLE NEED TOBE RESET.	MX283D	Placed special assignment against this unit account of no parts in stock, and a very few on the system.	4/29/2006
4/10/2006 2:50 UP	66	341 GSMHGA 08	REPETETIVE FALSE TRIP / 915 CYCLING	5406	RECEIVER BARS	CCS WAS CUT OUT AT MP545 LARAMIE SUB FOR FALSE CYCLING, DO NOT USE	A LEADER IN CCS TERRITORY UNTIL REPAIRED. BTD/OMA	NX284C	new bars applied and recalibrated tested ok	4/11/2006
4/10/2006 15:15 UP	46	31 QNPEL 09	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	THE ATC KEEPS CYLCING AND WILL NOT HOLD A CLEAR SIGNAL INDICATION, NOW	HAVE CUT OUT AT MP 295.5 ON THE BOONE SUB. GGC/OMA	X 344D	replaced reciever bars	6/10/2006
4/10/2006 22:45 UP	67	'41 2CBMFK 09	REPETETIVE FALSE TRIP / 915 CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CAUSING UNWARRANTED PENALTY. CUTOUT AND RUNNING ABSOLUTE	BLOCK TO NORTH PLATTE. SOUTH MORRILL SUB AT MILEPOST 141. CEL/OMA	NX284E	CCS CUT IN, FOUND SOME LOOSE EQUIPMENT. TESTED OK, NO HISTORY SDK1/NOP	4/11/2006
						NO LOAD AND DROPPING LOAD ACCOUNT OF "TL 13/16 MIS-MATCH"	WON'T RESET. CREW HAS TRIED SWAPPING MU JUMPERS BUT IT DID		Wire off at TH-1 throttle cam on S terminal. Vitals HP 4012 MGA 2442 MGV 1152 LK 270 MA WT 192 OT 194 Turbo Press. 35psi CCP -0.9 Batt volts 74 Batt	
4/12/2006 8:02 UP	92	43 MNPWC 09	811 ENGINE REVS UP - NO LOAD	5509	WIRING	FAULTS,	NOT HELP.0802CST-PMR/OMA	CX809	charge 27a LR 100%	4/18/2006
4/13/2006 11:50 UP	41:	24 MFWEYB 10	TRIPPED LOW WATER  112 DEVICE / NO WATER	7501	DUMP VALVE	DISPATCHER REPORTS THE UNIT HAS A WATER LEAK, LOST ALL OF IT'S	WATER. 1150CST-PMR/OMA	NX284S	replaced water dump valve for leaking.all systems check load box ok.  Unit arrived KCMO working and online in	4/23/2006
4/13/2006 11:59 UP	65	556 MATKC 13	STARTING SYSTEM INOP. 745 REASON UNK.	5504	MODULE CARD/MICROPROCESSOR	PER LOCO MGR, REPORTS THE ATCHISON MECH COULD NOT GET THE ENGINE	STARTED, SHOWS ELECTRICAL CONTROL FAULTS. UNIT IS DIC. 1159CST-PMR/OMA	MX283S	the lead position, unit was inspected and LTA was taken only showing a low battery fault, all faults havebeen reset and the unit was load tested for 45 mins with no futher faults	4/14/2006
4/16/2006 7:00 UP	21	68 MNPEW 16	REPETETIVE FALSE TRIP / 915 CYCLING	5401	AMPLIFIER	CAB SIGNALS CUT OUT FOR NOT PICKING UP CLEAR SIGNAL, C/O MP273 KEARNEY SUB	AND RUNNING ABSOLUTE BLOCK. BTD/OMA	B 372	adjusted amplifier, ccs picking up and dropping out ok	4/22/2006
			REPETETIVE FALSE TRIP /			CAB SIGNAL CAUSED PENALTY. DID	MILEPOST 96 ON THE GURLEY SUB. ABSOLUTE BLOCK ESTABLISHED.		ARRIVED CUT IN, NOT SEALED.	
4/16/2006 23:07 UP			915 CYCLING		NO DEFECTS FOUND	NOT GIVE AUDIBLE TO ACKNOWLEDGE.  ARRIVED GREEN RIVER WY WITH THE CAB SIGNALS CUT OUT ACCOUNT THEY	NOT WORK AT ALL. GGC/OMACHECKED CCS AND PERFORMED CCS	NX284E	TESTED OK, NO HISTORY. SDK1/NOP	4/17/2006
4/20/2006 12:00 UP			910 CAB SIGNAL EQUIPMENT  910 CAB SIGNAL EQUIPMENT		NO DEFECTS FOUND	LOST THE AUDIBLE INDICATOR FOR THE CAB SIGNALS AND NOW WILL TAKE THE	AIR WITH OUT ANY NOTICE. NOW HAVE CUT OUT AT MP 185.9 ON THEMARYSVILLE SUB. GGC/OMA	JP016	DONE CCS WITH NO DEFECTS FOUND  CHECK CAB/SIGNAL OK PER ELECT ASOMOVIC/LOAD TEST POWER TEST OK=4040-HP=100%-LOAD POT-WATER TEMP-190-LUBE OIL TEMP-200-LUBE OIL PRESSURE-30-70PSI-CCP-0.01- ENG OVER SPEED-1075-RPM-904-MGV- 1127-MGA-2509-MG-FLD-68-GRID-BL	4/27/2006
4/22/2006 0:30 UP			REPETETIVE FALSE TRIP / 915 CYCLING		NO DEFECTS FOUND	CAB SIGNALS CUTOUT ACCOUNT OF DROPPING OUT FOR A MILE AT A TIME.	HIAWATHA SUB @ MILEPOST 81. CEL/OMA LEFT CCS C/O NIS FOR REPAIRUPDATE 6/11/06 2231CST UNIT TRIPPED GROUND RELAY IN POWER AS A REMOTEUNIT ON A DPU06/14/06 NOP WBRT COULD NOT MAKE TRIP GROUND RELAY.	NX284Y	CHECKED & LOAD TESTED OK 6/14/06 & 6/20/06.NO NEW DEFECTS	6/20/2006
4/26/2006 0:45 HLC	CX 60	178 GSEGJC 25	ENGINE SHUT DOWN - 118 REASON UNKNOWN	9600	FAILURE DELIVERED OFFLINE	UNIT DIED AND COMPUTER SHOWS SOFTWARE MISMATCH AND WILL NOT RESTART.	CSXT RR HAS BEEN NOTIFIED. BTD/OMA5/1/06 - ENGINE SHUTDOWN AND TRIPPED LOW OIL PRESSURE FAULTS. UNIT WON'TSTAY RUNNING, EVEN IN IDLE. UNIT IS NOWDIC. CSXT NOTIFIED BY EMAIL.0925CST-PMR/OMA	C 817	FAILURE DELIVERED OFFLINE TO CSXT	5/24/2006
4/26/2006 3:00 UP	40	178 AGBMI 23	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	UNIT WOULD NOT PICK UP A GREEN SIGNAL, CAB SIGNALS WERE CUT OUT	AT MP517 LARAMIE SUB, AND THEY ARE NOW RUNNING ABSOLUTE BLOCK, DO NOTUSEAS A LEADER UNTIL REPAIRED. BTD/OMA	OX591	PERFORMED 454 DAT CCS INSP WITH NO DEFECTS NOTED. PERFORMED SEVERAL DEPARTURE TESTS ALSO WITH NO DEFECTS	5/15/2006
4/27/2006 1:21 UP			821 NO LOAD IN DYNAMIC		GRIDS	NO LOAD IN DYNAMICS ACCOUNT OF GRIDS WERE CATCHING ON FIRE. CUTOUT	NOW AND TRAIL ONLY UNTIL REPAIRED, CEL/OMA	NX284C	replaced grids, cablings to #1 stack, DB contactor to 1B+/-, and IOC2A back plane.	5/7/2006
4/27/2006 8:48 UP			DROPS LOAD AFTER 815 TRANSITION		MODULE CARD/MICROPROCESSOR	HAVE CUT OUT THE CAB SIGNALS AT MP 305 WEST BOUND ON THE SIDNEY SUB	ACCOUNT THEY KEEP CYCLING AND DROPPING OUT ON THEM. GGC/OMA	UP002	order ccs cpu module still unable to make ccs to work	5/2/2006

A/07/0000 40:05LID	0400 CNODO0 00	OAO OAD CIONAL FOLIDMENT	4500/	DARLING.	HAVE CUT OUT THE CAB SIGNALS AT MP 29 ON THE SO MORRILL SUB	THE STARTED CYCLING ON THEM AND THEN DROPPED OUT & WOULD NOT	ND400	MIDDLE CANNON PLUG WAS LOOSE TIGHTNED PLUGCAB SIGNALS COME	4/07/0000
4/27/2006 16:05 UP	8126 CNCRO9 26	910 CAB SIGNAL EQUIPMENT	4502 0	CABLING	ACOUNT	RESPONDGGC/OMA	NP162	UPTESTED OK	4/27/2006
4/27/2006 22:28 UP	6049 CBMWK 25	REPETETIVE FALSE TRIP / 915 CYCLING	1675 (	OTHER	CAB SIGNALS WENT DARK CAUSING PENALTY IN TRAIN. WILL NOT RESET. CUTOUT	NOW ON THE CLINTON SUB AT MILEPOST 17.6. CEL/OMA	NX284G	c/o pwr supply and rht CCS bar	5/9/2006
					THE ATC DROPPED OUT & WOULD NOT RESPOND & PUT THE TRAIN INTO A	NOW AND WOULD NOT RECOVER. NOW HAVE THE ATC CUT OUT AT MP 132.5			
4/28/2006 7:00 UP	6817 2CPWNA 26	910 CAB SIGNAL EQUIPMENT	1661	CAB CONTROL UNIT	PENALTY	ON THEGENEVA SUB. GGC/OMA	NX284C	new cpu installed.	5/13/2006
4/28/2006 10:05 UP	5154 MNPCB 27	910 CAB SIGNAL EQUIPMENT	10066	NO DEFECTS FOUND		BLOCK INDICATIONS. NOW HAVE CUT OUT AT MP 123.75 ON THE COLUMBUSSUB. GGC/OMA-DEPARTURE TESTED AT COB-NO DEFECTS FOUND!	NX284S	test ccs with no defects found.	4/30/2006
4/29/2006 3:55 UP	3874 MFWNP 25	REPETETIVE FALSE TRIP / 915 CYCLING	5409	ΓIMER	CAB SIGNALS CUTOUT ACCOUNT OF STAYING DROPPED OUT AFTER ACKNOWLEDGED.	ON THE KEARNEY SUB AT MILEPOST 180.9. CEL/OMA	TP250S	recalibrated and tested ok	5/7/2006
5/2/2006 23:50 UP	8298 2CPWNA 28	910 CAB SIGNAL EQUIPMENT	4106	SLIP RINGS	THE CAB SIGNALS WILL DROP OUT FOR NO REASON AT ALL AND PUT THE TRAIN	INTO A PENALTY, THE CREW HAS INDICATED THAT THIS HAS HAPPENED 3 TIMESNOWCUT OUT AT 45.5 ON THE SOUTH MORRILL SUB. GGC/OMA UPDATE: UNIT WILLNOT MAINTAIN LOADING AND GETTING A NO COMPANION ALTERNATOR OUT PUTMESSAGE. GGC/OMA	NX284S	recalibrated,and tested	5/19/2006
0/2/2000 20:00 01	0200 201 WWW 20	OTO OTO OTOTAL EQUITMENT	1100	JEII TAIITOO	ASPECT DISPLAY FOR THE CAB	TOTMESS/ISE. SSS/SIM/I	14742010	rodalibratod,and tottod	0/10/2000
5/8/2006 8:50 UP	3609 MOLNP 04	912 ASPECT OUT	5410\	WIRING	SIGNALS DOES NOT LIGHT UP. AUDIBLE STILL THE ATC KEEPS DROPPING OUT ON	WORKS. CUTOUT NOW AT MILEPOST 90 ON THE HIAWATHA SUB. CEL/OMA	NX284S	REPAIRED ADU , CCS CALIBRATED . SELFTEST GOOD.	5/9/2006
					THEM AND WILL NOT RESPOND. NOW	CUT OUT AT MP 136.7 ON THE GENEVA			
5/8/2006 21:55 UP	7133 CNAOK 06	910 CAB SIGNAL EQUIPMENT	1 0000	NO DEFECTS FOUND	HAVE	SUB. GGC/OMA	NP162	cal and tested	6/10/2006
		OCC POSC NOT SUNCTION			CAB SIGNALS ARE NOT WORKING.			shop CCS , calabrated CCS , and trouble	
5/9/2006 7:33 UP	6671 CPWNA 07	CCS DOES NOT FUNCTION 911 AT ALL	1675 (	OTHER	MILEPOST SM194 AT CRESENT YARD ILLINOIS.	TRAIL ONLY. CEL/OMA	NX284G	shot CCS, DID NOT FIND ANY PROBLEMS	5/21/2006
5/9/2006 7.33 UP	607 I CFWNA 07	911A1 ALL	1075	JIHER	ILLINOIS.	TRAIL ONLT. CEL/OMA	INAZ04G	CHECK CCS/OK PER ELECT	3/21/2000
5/10/2006 19:45 UP	5190 KG1LT 10	910 CAB SIGNAL EQUIPMENT		POWER SUPPLE FAILURE	ATC HAS BEEN CUT OUT ACCOUNT OF INTEGRITY FAILURE FAULTS AND WILL NOT THE CAB SIGNALS WOULD NOT RESPOND, NOW HAVE CUT OUT AT MP	RESPOND. NOW HAVE CUT OUT AND WORKING ON BLOCK INDICATIONS. GGC/OMAINTO NX284W WITH CCS WORKING OK 05/11/06 H.E.C.	JP016	SETT/LOAD TEST POWER TEST =4035-HP-100%-LOAD POT-ENG-RPM-904-MGV-1128-MGA-2504-MG-FLDS-69-KW-70-GRID-V-707-GRID BLOWER-174-COMP ALT-205-MGV-MAX-1850-KW-REF-2824-GRID-1-A-834-GRID-2-A=834-GRID-3-A-Shop CCS, calabrated CCS, and trouble shot CCS, DID NOT FIND ANY PROBLEMS	6/17/2006
5/10/2006 22:30 UP	7034 MNPVP 10	910 CAB SIGNAL EQUIPMENT	1675	OTHER	347 ON THE	COUNCIL BLUFFS SUB. GGC/OMA	NX284G	WORKED LMI 8000 NO LOAD/LIGHT	5/21/2006
5/11/2006 7:30 UP	9491 WCHGHB 08	LOADING PROBLEMS IN 810 POWER	9900	NO DEFECTS FOUND	REPORTED NOT LOADING ENOUGH AMPS PER DISPATCHER, NO CREW CONTACT. TRAIL ONLY ACCOUNT OF CAB SIGNALS		X 344E	LOAD. UNIT HAD FAULTS FOR STALLED TM'S ON 5-10 NOTCH 4 & 6 AT 0 MPH. CHECKED TM'S FOR STALLED MARKS. LOAD AND POWER TESTED GOOD.	5/14/2006
E/11/2006 7:26 LID	6611 CIMPTO OF	REPETETIVE FALSE TRIP /	E420 I	JARMONI III TRA CAR	NOT WORKING. CUTOUT NOW AT	78.8 ON THE SOUTH MORRILL SUB.	ND162	all ccs cards were loose tightened	9/7/2006
5/14/2006 7:26 UP 5/15/2006 3:10 UP	6611 CIMBT9 06	915 CYCLING  910 CAB SIGNAL EQUIPMENT		HARMON ULTRA-CAB	THE CAB SIGNALS DROPPED OUT AND WENT DARK AND PUT THEM INTO A PENALTY.	COULD NOT GET THE AIR TO RESET OR THE CAB SIGNALS TO POWER BACK UP.NOW HAVE CUT OUT AT MP 320 ON THE SIDNEY SUB. GGC/OMA	NP162	Checked out ok  INSP. & TESTED CCS. FOUND LOOSE CONNECTION FROM LCB CIRCUIT BREAKER(LIGHTS) TO CSCB(CAB SIGNAL) WIRE 96N(LOGIC) NOT MAKING CONNECTION. REPAIRED WIRE. COMPLETED CCS TEST. ALL PASSED.	8/7/2006 5/20/2006
5/15/2000 3:10 UP	JOI4 WINFIR 14	STO CAD SIGNAL EQUIPMENT	5410 \	VIINIIVO	FLINALIT.	CUTOUT NOW AT MILEPOST CPA182 ON		FAGGED.	3/20/2006
5/15/2006 14:12 UP	8207 MSSNP 14	CCS DOES NOT FUNCTION 911 AT ALL	5420 H	HARMON ULTRA-CAB	CAB SIGNALS WILL NOT GIVE A CLEAR SIGNAL. HAS AN INTEGRITY FAULT.	THE CLINTON SUB. TRAIL UNTILREPAIRED. CEL/OMA CREW REPORTS THAT THIS UNIT WAS	NX284S	tested ok	5/17/2006
5/16/2006 9:10 UP	2923 MROOG 16	10 AIR BRAKES	55091\	WIRING	GOES INTO PENALTY APPLICATION FREQUENTLY. NOT CAB SIGNAL EQUIPPED.	TURNED IN PREVIOUSLY, BUT NOTHINGWAS DOCUMENTED. TRAIL ONLY UNTIL REPAIRED. CEL/OMA	UP002	REPAIRED WIRE ON TB55 R 4	5/18/2006
5. 15. 25. 25. 30. 10. 31.			3330	·-	WILL NOT RECOVER AIR. NOT CAB				2 3, 2000
5/16/2006 13:00 UP	3896 MTRLI 16	10 AIR BRAKES	1609 F	PIPING	SIGNAL RELATED AS PREVIOUS THOUGHT. CEL/OMA		JH404D	REPAIRED SEVERAL TRAIN LINE LEAKS AND AIR TESTED OK	5/17/2006

		REPETETIVE FALSE TRIP /			CAB SIGNALS GO DARK AND CAUSE	MILEPOST 121.6 ON THE KANSAS SUB.	1		
5/16/2006 13:13 UP	7275 2CEBJK9 14	915 CYCLING	5708	MICROPROCESSOR	PENALTY. TRAIL UNTIL REPAIRED.	CEL/OMA	KP643C	REPLACED POWER SUPPLY	6/11/2006
		CCS DOES NOT FUNCTION			CAB SIGNALS CUTOUT NOW ACCOUNT	MILEPOST 136.5 ON THE MORRILL SUB.			_,,_,
5/16/2006 13:17 UP	7339 CBLNP 16	911 AT ALL	1675	OTHER	OF WILL NOT RESPOND AT ALL.	CEL/OMA INDICATIONS, REBOOT THE BREAKER	NX284G	c/o MFIO card	5/17/2006
						AND THE IT WILL WORK OKAY FOR			
					THE ATC KEEPS DROPPING OUT EVEN	ASHOT TIME AND THEN QUIT AGAIN.		calibrated pick-up and drop out out of	
5/16/2006 19:54 UP	9718 QNPCH 15	910 CAB SIGNAL EQUIPMENT	5407	RELAYS	WHEN THEY HAVE CLEAR WAY SIDE	GGC/OMA	ZA004	calibration	5/19/2006
					THE CAB SIGNALS KEEP DROPPING				
					OUT ON THEM NOW HAVE CUT OUT AT	ON THE SOUTH MORRILL SUB.			
5/17/2006 4:18 UP	7254 CEBJK9 16	910 CAB SIGNAL EQUIPMENT	1654	BRAKE CONTROL COMPUTER		GGC/OMA	NP162	c/o bcc	6/24/2006
					REPORTED ATC TRAIN CONTROL				
5/17/2006 6:28 UP	6565 GECCML 12	910 CAB SIGNAL EQUIPMENT	F <b>7</b> 00	MICROPROCESSOR	DROPPING OUT, MP332, OMAHA SUBDIVISION.	CUTOUT ATC, TRAIL. RLD/OMA	WD640C	REPAIRED	6/23/2006
3/17/2006 6.28 UP	6565 GECCIVIL 12	910 CAB SIGNAL EQUIPMENT	3706	MICROPROCESSOR	THE CAB SIGNALS KEEP DROPPING	BARS ON THE FIREMAN'S SIDE IS BENT	WD040C	SOMEONE CHANGED OUT LEFT CCS	6/23/2006
					OUT; CREW INDICATED THAT THE	UP. NOW HAVE CUT OUT AT MP 47		BAR DON"T KNOW WHO BUT	
5/20/2006 18:23 UP	6564 MHONP 16	910 CAB SIGNAL EQUIPMENT	8401	EXTERIOR	RECEIVER	ONTHE HIAWATHA SUB. GGC/OMA	NX284C	RECALIBRATED CCS GOOD TO GO	5/22/2006
					THE CAB SIGNALS KEEP CYCLING ON	NOT COME BACK UP. NOW HAVE CUT			
					THEM AND THE DROPPED OUT AND	OUT AT MP 146 ON THE KEARNEY	L		
5/27/2006 7:25 UP	8298 MSSNP 25	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	WOULD	SUB.GGC/OMA	NX284	CCS test OK at shop no problem found	5/28/2006
						BLOCK INDICATIONS, NOW HAVE CUT		FOUND J301 POWER IN PLUG NOT LOCKED IN POSITION SEATED PLUG	
					THE CAB SIGNALS DROPPED OUT DARK	,		CALIBRATED AND TEST ALL CHECKS	
5/27/2006 14:25 UP	5205 ZCIG3 24	910 CAB SIGNAL EQUIPMENT	5410	WIRING	AND STAYED THAT WAS PAST 2 MORE		OX591	GOOD	6/10/2006
6/21/2000 11:20 01	0200 20100 21	OTO OTO OTOTAL EQUITMENT	0110	***************************************	THE CITIES THAT WHO THEY EMERLE	COD. COCHOININ	07.001	rf for atc b/o ( will not pick up clear	0/10/2000
								signals)unit designated phw ats stand	
					HAS BAD ATC AND WILL NOT RESPOND			alone janesville service unit onlyomha/	
					OR CHANGE TO INDICATE CLEAR			trouble desk pls read special	
5/28/2006 15:10 UP	9453 APRPRB 28	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	SIGNALS.	GGC/OMA	NZ021	instructionssee rm/si	5/29/2006
					THE ATC WILL INTERMITTENT DROP	COME DACK LID ALCO WILL NOT CELE			
5/28/2006 15:28 UP	7214 CMQNA 27	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	OUT FOR ON REASON AT ALL. THEN WILL	COME BACK UP. ALSO WILL NOT SELF TEST. GGC/OMA	NX284C	BARS NEW	6/17/2006
3/20/2000 13.28 OF	7214 CIVIQINA 27	910 CAB SIGNAL EQUIFMENT	3400	RECEIVER BARS	WILL	TEST. GGC/OWA	INAZ04C	NEW DOOR HARDWARE APPLIED TO	0/17/2000
								KEEP BARRIER SWITCH CLOSED .	
					NO LOAD ACCOUNT OF THE	BROKEN AND THE DOOR WILL NOT		REPAIRED WATER LEAKS AT GOV	
					ELECTRICAL CONTACTOR ROOM DOOR	STAY CLOSED. NO LOAD IN POWER OR		AND EXPANSION TANK . SHOP	
6/5/2006 16:46 UP	9246 MSKNP 05	811 ENGINE REVS UP - NO LOAD	5019	CABLES/WIRING	LATCH IS	DYNAMICBRAKES. 1646CST-PMR/OMA	NX284S	OUTBOUND LOAD TESTED.	6/8/2006
					HAVE CUT OUT THE ATC AT MP 321	THE MOTION LIGHT & HIGH SPEED			
6/7/2006 6:55 UP	9806 APDWG 02	910 CAB SIGNAL EQUIPMENT	5/11	AXLE DRIVE	EAST BOUND ON THE BOONE SUB ACCOUNT	WHISTLE DOES NOT WORK AT ALL. GGC/OMA	NZ021	Axle drive broken replaced.	6/8/2006
0/1/2000 0.33 01	9000 AI BWG 02	STO CAB GIOTAL EQUIT MENT	3411	AXEE DRIVE	ACCOUNT	ACCOUNT THE WILL NOT WORK, THEY	INZUZI	Axie unve broken replaced.	0/0/2000
					HAVE CUT OUT THE CAB SIGNALS AT	DROPPED OUT AND WENT DARK ON			
					MP 43 WEST BOUND ON THE HIAWATHA	THEM ANDNOWWILL NOT POWER BACK		repaired resiever bars ccs inspection at	
6/7/2006 8:10 UP	7083 CFKBM 03	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	SUB	UP. GGC/OMA	NP162	smor QM	7/15/2006
						NEVADA IA. POWER WAS SWAPPED			
		COO DOES NOT ELINOTION			REPORTED THAT CREW WAS UNABLE	OUT WITH NEW LEADER. NOT TO BE			
6/7/2006 22:11 UP	6783 CRQBT 07	CCS DOES NOT FUNCTION 911 AT ALL	5406	RECEIVER BARS	TO SUCCESSFULLY COMPLETE ATC	USEDAS LEADER IN ATC TERRITORY UNTIL REPAIRED. RY/OMA	NX284C	passed tests	8/5/2006
0/1/2000 22.110F	5755 OKQD1 07	VIII/ALL	5400	INCOLIVEIX DAILO	ILOT AT	ONTIL RELAIRED. RIJOWA	14/12/04/0	RF ATC won't change and stays in the	0/3/2000
								restrictive mode. ATC receivers	
					THE ATC WILL NOT CHANGE AND			aremissing. No ATC receivers in stock.	
					STAYS IN THE RESTRICTING MODE ALL		l	ATS receiver had a wire exposed. C/o'd	
6/8/2006 15:40 UP	2976 MEAPR 08	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	THE	INDICATION. GGC/OMA	NZ021	ATS wire.	6/10/2006
		CCS DOES NOT FUNCTION			CAB SIGNALS DO NOT WORK AT ALL. MILEPOST 86 ON THE PORTLAND SUB	ABSOLUTE BLOCK IS ESTABLISHED.			
6/9/2006 5:36 UP	5597 MHKCO 08	911 AT ALL	aann	NO DEFECTS FOUND	AND	CEL/OMA run unit maint per managment	LIP002S	turned brkr on.	6/22/2006
5/5/2000 J.30 UF	3557 1911 11100 00	VIII/ALL	9900	IN DELECTO LOCAD	HAVE CUT OUT THE ATC AT MP 73 ON	NOT RECOVER THE AIR. ALSO THE UNIT		replaced erratic atc amplifier, inspected	0/22/2000
					THE GENEVA SUB ACCOUNT THEY	WILL NOT LOAD IN DYNAMIC		and tested ok. Dyn.brake static and drag	
6/9/2006 16:00 UP	3078 MPRDM 09	910 CAB SIGNAL EQUIPMENT	5410	WIRING	COULD	BRAKE.GGC/OMA	NZ021	tested good.	6/12/2006
					CAB SIGNALS CAUSING PENALTY				
0/40/0000 00 0/1/15	5040 ODTUGO 44	REPETETIVE FALSE TRIP /		DOWED OUDDLY MODELL	APPLICATIONS. CUTOUT NOW AND	ABSOLUTE BLOCK AT MILEPOST 45.5	NIV 00 """	FOUND TO BE WORKING OK AT	0/40/00=
6/13/2006 22:01 UP	5918 CBTHS9 11	915 CYCLING	5433	POWER SUPPLY MODULE	RUNNING	ON THE PARSON SUB. CEL/OMA	NX284W	NX284W RETESTED SAME	6/19/2006
						MP 38 ON THE SOUTH MORRILL SUB,		DDSP AND CSA MODULES WERE LOOSE IN RACK CAUSING PROBLEMS.	
					THE CAB SIGNALS ARE DROPPING OUT	NOW WORKING ON ABSOLUTE BLOCK		RESEATED AND TIGHTENED	
		REPETETIVE FALSE TRIP /			CONTINUOUSLEY, NOW HAVE CUT OUT	TONORTH PLATTE. GGC/OMA		MODULES. CCS TEST COMPLETED.	
6/14/2006 9:05 UP	5560 2CEBJK9 12	915 CYCLING	5420	HARMON ULTRA-CAB	AT	TRAILING NX284E	NX284	SYSTEM CHECKS OK.	8/2/2006

					CAN NOT GET THE CAB SIGNALS TO WORK, NOW HAVE CUT OUT AT MP 85	BOUND ON THE COLUMBUS SUB. NOW WORKING ON ABSOLUTE BLOCK.		RF- CREW REPORTED COULD NOT GET CAB SIGNALS TO WORK. FOUND CAB SIGNALSOUT OF CALIBRATION. ALSO WHEEL SIZE WAS WRONG. RECAL. & CHANGED WHEEL SIZE, & PREFORMED 45 DAY INSP. LOAD, POWER, & DYNAMICS ALL WORKED	
6/19/2006 8:35 UP	9059 MNPPR 18	910 CAB SIGNAL EQUIPMENT	5403	DECODER	EAST	GGC/OMA	NZ021	GOOD.	6/21/2006
					CAN NOT RECOVER THE AIR AT ALL,				i
6/19/2006 13:53 UP	4898 ENLHO 17	10 AIR BRAKES	9205	WIRING	HAVE CUT OUT BOTH ATC AND CCS BUT	STILL WILL NOT RESET. GGC/OMA	B 372	replaced alerter	6/21/2006
0/19/2000 13.55 01	4090 ENERO 17	TO AIR BRAKES	3203	WINTING	1001	OTILE WILL NOT KESET. GOO/OMA	D 372	replaced alerter	0/21/2000
6/19/2006 14:45 UP	2983 GCCLPI 18	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	CREW IS WORKING ON ABSOLUTE BLOCK INDICATIONS ACCOUNT THE ATC IS NOT	WORKING. GGC/OMA	NZ021	rf for atc have no pick upcalibrated atc and ccs, 45 day inspectioncompleted ( jack hamilton)outbounded and load tested good	7/5/2006
6/20/2006 12:30 UP	6660 CBMHL 18	610 GROUND RELAY ACTION	4005	GRIDS	HAD THE GRIDS CATCH ON FIRE, NOW HAVE THE FIRE OUT AND THE UNIT HAS	BEEN SHUT DOWN. GGC/OMA	NX284C	REPLACED GRID BLOWER IN FRONT STACK ALSO REPLACED ALL GRIDS INFRONT ALONG WITH LOUVERS AND INSULATING STRIPS ALSO SPLICED CABLING TO REPAIR LEADS	6/27/2006
					CUT OUT THE CAB SIGNALS AT MP 104				·
0/04/05	10.00 10.00 10.00				ACCOUNT THE DROPPED OUT AND	COULD NOT GET THE AIR TO RECOVER.	<b>-</b>	COMPUTER RE-BOOTED.TBH DID	l =·
6/21/2006 14:40 UP	4842 MNPEW 21	910 CAB SIGNAL EQUIPMENT	5624	AUX	THEY	GGC/OMA	ZA018	DEPARTURE TEST.NO DEFECTS.	7/2/2006
6/21/2006 19:28 UP	3874 AAMCY 20	REPETETIVE FALSE TRIP / 915 CYCLING	5412	CUT OUT SWITCH	CAB SIGNALS DROP OUT ABOUT EVERY		OX591	INSP. & PERFORMED COMPLETE CCS TEST. ALL PASSED. NO DEF.	7/6/2006
		REPETETIVE FALSE TRIP /			CAB SIGNALS WERE CAUSING PENALTIES WHILE IN CONSIST.	BUT COULD NOT ACCOUNT OF SWITCHES PADLOCKED. CREW HAD TO SHUTDOWNTHE ENGINE SO THEY COULD RECOVER AIR. NSRR NOTIFIED.			
6/22/2006 1:21 NS	2631 MRORV 21	915 CYCLING	9600	FAILURE DELIVERED OFFLINE		CEL/OMA	MX283	FAILURE DELIVERED OFFLINE TO NS	6/29/2006
5,22,2000 112 1100	255. 1	0.00.020	0000	- 7 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	CAB SIGNALS HAVE A CONSTANT	BLOCK NOW ON THE MONROE SUB AT		COMPLETED CCS TEST,	0,20,200
		REPETETIVE FALSE TRIP /			ALARM. WILL NOT RESET. RUNNING	MILEPOST 578. TRAIL ONLY IN CAB		CALIBRATION, ETC NO DEFECTS	1
6/22/2006 2:36 UP	9504 MAXPB 22	915 CYCLING	9900	NO DEFECTS FOUND	ABSOLUTE	SIGNALTERRITORY. CEL/OMA	X 344E	FOUND.	7/2/2006
0/00/0000 47 70 7714	4404 45044 00	TRIPPED LOW WATER			DISPATCHER REPORTS THE UNIT HAS	4====== P14P4914			
6/22/2006 17:58 TFM	1424 AEGNL 20	112 DEVICE / NO WATER	9600	FAILURE DELIVERED OFFLINE	NO WATER. TFM NOTIFIED BY EMAIL.	1758CST-PMR/OMA	AX494	FAILURE DELIVERED OFFLINE TO TFM	6/27/2006
		REPETETIVE FALSE TRIP /			CAB SIGNALS WILL NOT RECOVER AFTER GOING DARK. CUTOUT NOW AT	98 ON THE CLINTON SUB. TRAIL IN CAB		Reciver hars missing replaced 45 day	I
6/26/2006 2:32 UP	9031 MPREA 25	915 CYCLING	5406	RECEIVER BARS	MILEPOST	REPAIRED.CEL/OMA	NZ021	Reciver bars missing. replaced. 45 day done by shop personel.	6/29/2006
6/26/2006 4:45 UP	8281 CPWBM 25	912 ASPECT OUT		ASPECT DISPLAY	ATC PORTION OF CAB SIGNALS DOES NOT GIVE A CLEAR ASPECT WITH ALL LIGHTS	CUTOUT NOW AT MILEPOST 89.2 ON THE PEORIA SUB. TRAIL IN CABSIGNAL TERRITORY UNTIL REPAIRED. CEL/OMA		APPLIED CORRECT SOFTWARE VERSION DDSP MODULE, RECALIBRATED ATC/CCS. ATC WAS CALIBRATED TOO HIGH.	10/4/2006
								REPLACED LEAKING WATER PUMP.	. <del></del>
6/26/2006 6:10 UP	5598 CCAFL9 24	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS STAY IN THE RESTRICTING POSITION & WILL NOT RESPOND	AT ALL, NOW HAVE CUT OUT AT MP 281 EAST BOUND ON THE KEARNEY SUB.GGC/OMA	NX284	PRESSURE TESTED . CALIBRATED AND TESTED CCS CCS. LOAD TESTED AFTER REPAIRS.	7/29/2006
					THE AUDIBLE INDICATOR FOR THE CAB SIGNALS QUIT WORKING AND PUT				
6/26/2006 9:50 UP	5283 AHKBA 26	910 CAB SIGNAL EQUIPMENT	5621	CAB	THEM		SP760	reset ccs	7/5/2006
6/27/2006 4:08 GECX	8308 QRVDO 25	10 AIR BRAKES		BRAKE VALVE	AIR BRAKE WILL NOT RECOVER. CUTOUT CAB SIGNALS AND TRIED SEVERAL RESETS.	NO HELP. TRAIL ONLY. CEL/OMA	JP016	Bad P2A valve. Replaced and air system works OK.	6/30/2006
					THE CAB SIGNALS DROPPED OUT AND STAYED DOWN FOR 2 BLOCK	NOW HAVE CUT OUT AT MP 221 WEST BOUND ON THE KEARNEY SUB AND WORKINGON ABSLOUTE BLOCKS.			
6/27/2006 9:05 UP	6741 2CSACD9 24	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	INDICATIONS,	GGC/OMA	NX284W	NO DEFECTS FOUND	6/27/2006
		DEDETETIVE EALOS TOIL			CAB SIGNALS ARE DROPPING OUT.			tested system, performed 60 day	
6/27/2006 19:35 METX	161 M655 27	REPETETIVE FALSE TRIP / 915 CYCLING	9900	NO DEFECTS FOUND	CUTOUT AND TRAIL WHEN IN CAB	TERRITORY UNTILREPAIRED. CEL/OMA	N7005P	inspection, checked sensitivity and receiver height and NTF.	6/28/2006
		CCS DOES NOT FUNCTION			CUTOUT CAB SIGNALS ACCOUNT OF NOT RESPONDING TO BLOCKS.	ON THE RAWLINS SUB. TRAIL IN CAB SIGNAL TERRIRORY UNTIL		CS CAL CODES WERE SET VERY LOW PERFORMED CALIBRATION == COMPLETED 45 DAY CCS INSPECTION	
6/28/2006 3:38 UP	4368 MNPHK 24	911 AT ALL	5412	CUT OUT SWITCH	MILEPOST 812	REPAIRED.CEL/OMA	OX591	==	7/2/2006
6/28/2006 4:55 UP	5670 CTSBT 26	REPETETIVE FALSE TRIP / 915 CYCLING	5406	RECEIVER BARS	CAB SIGNALS WILL NOT CLEAR AFTER A RESTRICTED BLOCK. CUTOUT NOW	AT MILEPOST 53 ON THE MARYSVILLE SUB. CEL/OMAOK	UP002	C/O LEFT RECEIVER BAR DONE CCS WITH NO OTHER DEFECTS FOUND	8/10/2006

						# 1 TRACTION MOTOR, CUT OUT THE #			
					CREW REPORTED THAT THE UNIT	1 TRACTION AND SPEED SENSOR			
		LOADING PROBLEMS IN			TRIPPED WHEEL MISMATCH FAULTS	ANDLOADING OK AT THIS TIME.			
7/1/2006 5:25 UP	8420 GSMITU 21	810 POWER	6903	MISMATCH	FOR THE	LJE/OMA	RV323	trued wheelso/b pushpull good.	7/7/2006
						OUT CAB SIGNALS, RUNNING ON			
					ATO LUCIL OREER OFTING KEERS	ABSOLUTE BLOCK.			
					ATC HIGH SPEED SETTING KEEPS	DDM/OMAPERFORMED UP CCS TEST			
7/1/2006 20:27LIB	3825 IG1PD 30	910 CAB SIGNAL EQUIPMENT	0000	NO DEFECTS FOUND	FALLING DOWN FROM 61, NOW 55 AND LOWER, CUT	PROBLEMS JMS/HKL	WX510	ccs tested ok at wx510	7/0/2006
7/1/2006 20:37 UP	3625 IGTPD 30	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CREW REPORTS PC LIGHT WILL NOT	PROBLEMS JMS/HRL	VVA510	ccs tested ok at wx510	7/9/2006
					RESET, CUT OUT CAB SIGNALS, AIR IS	LOADS IN NOTCH 1 ONLY, OTHER UNITS	3		
7/1/2006 22:43 UP	9472 MPBSR 01	10 AIR BRAKES	9900	NO DEFECTS FOUND	RESET	IN CONSIST LOAD GOOD. DDM/OMA	C 009	NO DEFECTS FOUND	7/7/2006
.,,,,					CREW REPORTS CAB SIGNALS	OVRSP 18-23MPH NOW @ 12-15MPH,			.,,,
					HIGHSPEED @ 50MPH, 40-MPH HORN	CREW CAN MAINTAIN 49MPH TRAIN		TROUBLESHOOT CCS decoder and cpu	
7/6/2006 18:09 UP	9791 QNPCH 06	910 CAB SIGNAL EQUIPMENT	5443	DECODER CPU PCB	SOUNDS @ 27MPH,	SPEED.DDM/OMA	NX284S	loose, tightened, recalibrated tested o/k	7/10/2006
								CALIBRATIONS WERE OUT OF	
					CREW REPORTS CAB SIGNALS DROP IN			TOLORANCE -RECALIBRATED AND	
7/6/2006 22:47 UP	4276 IHJMN 01	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	AND OUT, NOW CUTOUT. DDM/OMA		NX284S	TESTED CAB SIGNALS .	7/7/2006
								completed ccs departure test calabration	
						ARRIVED NOP 7 /14 RESET COMP. CCS		was low, thightened all card and plugs.	
					THE ATC IS CUT OUT FOR FALSE	TETED GOODUPDATE-7/14-CCS		bars and wireing were tight and in good	
					CYCLING AT MP188 ON THE CLINTON	NOTWORKINGAGAIN. MILEPOST 94 ON		condition no active faults. passed air test. tapped on cards while preforming test and	
7/7/2006 23:45 UP	5727 CWDSM 06	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	SUB. BTD/OMA	MARYSVILLE SUB. CEL/OMA	NX284S	nothing	8/17/2006
			20				1	REPLACED DDSP 2.33 VERSION FOR	
						TRAIL ONLY8/27/06 - ENGINE		CCS, CCS & ATC TESTED OK, CAME IN	
						SHUTDOWN AND SHOWS LOW		FULL OFWATER, CLEANED	
						COOLANT PRESSURE FAULTS.		PRESSURE SENSOR PLUG,	
					ATC AND CCS WAS CUT OUT ON THE	CREWWILL CHECK THE WATER LEVEL		LOADBOXED, PRESSURE TESTED,	
		REPETETIVE FALSE TRIP /			CLINTON SUB FOR FALSE CYCLING.	WHEN THEY GET STOPPED. 1644CST-		HOT PRESSURE TESTED, NO LEAKS	
7/9/2006 18:00 UP	8158 MNPSS 08	915 CYCLING	5404	ASPECT DISPLAY	BTD/OMA	PMR/OMA	NX284S	FOUND - OK	9/20/2006
						UNKNOWN AT THIS TIME. CREW IS TO		DE angine fire demand Depleted human	
						CALL BACK WITH UPDATE.  LJE/OMAUPDATE 7/10/06 1659 UNIT HAI		RF engine fire damage.Replaced burned	
						A GRID BLOWER COME APART AND	1	grids 1,2, & 3 on both sides and both defective grid blower motors. Changed out	
					DISPATCHER REPORTED THAT THE	THAT ISWHERE THE FIREWAS.		TM #6 due to fire damage. Drag and static	
7/10/2006 14:07 UP	3091 MVPDM 10	135 ENGINE FIRE DAMAGE	4001	BLOWER MOTOR	UNIT HAD A ENGINE FIRE, DAMAGE IS	LJE/OMA	NZ021	tested good. Engine run load tested good	7/20/2006
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			.,,,,		CAB SIGNALS ARE NOT WORKING.			geom = rights running section geom	.,_,,_,
		REPETETIVE FALSE TRIP /			MILEPOST 32 ON THE CLINTON SUB.	IN CAB SIGNAL TERRITORY UNTIL			
7/14/2006 13:25 UP	9706 MASNP 13	915 CYCLING	9900	NO DEFECTS FOUND	TRAIL ONLY	REPAIRED. CEL/OMA	NX284S	tested ccs/atc checked o/k	7/17/2006
					CAB SIGNALS GO DARK AND CAUSES				
		CCS DOES NOT FUNCTION			PENALTY. CUTOUT NOW AT MILEPOST				_,,_,_
7/14/2006 15:55 UP	817 LFG15 14	911 AT ALL	9900	NO DEFECTS FOUND	233 ON	THE KEARNEY SUB. CEL/OMA	NX284S	ccs bars bent, straightened and tested o/k	7/18/2006
						THEY WILL NOT BESDOND AT ALL NOW	,	occ har now still same problem. Fount the	
					THE CAB SIGNALS WORKED OKAY ON	THEY WILL NOT RESPOND AT ALL. NOW HAVE CUT OUT AT MP 130 ON	<b>'</b>	ccs bar new. still same problem. Fount the CCS Logic Rack plug J305 plugbad.	
7/14/2006 19:12 UP	6885 GSY3MH 14	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS WORKED ORAY ON THE TEST LOOP BUT ON THE MAIN LINE		NX284C	replaced and tested OK. per JB Johnson	7/28/2006
./11/2000 10.12/01	3300 3010111111	OTO OTO GIOTALE EQUIT METAT	J-720		TE TEST ESS. BOT SIX THE WAIN CHAP		. 17.2040	Topicada ana todica ort. per ub ucilisum	1,20,2000
					THE ATC WILL NOT RUN THROUGH THE	TO ACKNOWLEDGE WITH THE BUTTON			
7/15/2006 5:18 UP	6861 GEQOS6 13	910 CAB SIGNAL EQUIPMENT	1675	OTHER		AT ALL. GGC/OMA	NX284G	Found CPU B/O	7/20/2006
								C/O VTM4 ACCT OPEN CAUSING	
								WHEELSLIP IN DYNAMIC'S. AFTER	
					NO LOAD IN DYNAMICS. ALSO HAD TO			REPAIRS LOAD TESTED AND DRAG	
7/45/0000 / / / / / / / / / / / / / / / / /	4070 MNDDT 44	204 10 1 2 1 2 11 2 11 2 11 2		MODULE CARD	CUTOUT THE CAB SIGNALS ACCOUNT	DROPPING IN AND OUT ON THE	OVES!	TESTED OK. ALL VITALS GOOD ON	7//0/05
7/15/2006 14:40 UP	4276 MNPPT 14	821 NO LOAD IN DYNAMIC	4006	MICROPROCESSOR	OF .	RAWLINS SUB. TRAIL ONLY. CEL/OMA	OX591	OUTBOUND	7/18/2006
					THE AUDIBLE INDICATOR FOR THE CAB	TAKE THERE AIR WITHOUT NOTICE		no parts to repair ccs trail only if you need	
7/20/2006 1:15 UP	9484 MNLDM 17	910 CAB SIGNAL EQUIPMENT	5707	WARNING LIGHTS	SIGNALS DOES NOT WORK AND WILL	GGC/OMA	CX809	to run in ccs	8/1/2006
1,20,2000 1.1001	O TO THIS EDW TI	STOOMS GIGHTLE EQUIT WEIGH	3101		SIGNALO DOLO NOT WORK AND WILL	TRAIL ONLY UNTIL REPAIRED.	U.1003	10 . MIT III 000	0/1/2000
						CEL/OMA7/23/06 - INTERMITTENT			
						WHEEL SLIP LIGHT COMES ON IN			
						DYNAMIC BRAKES.NO FAULTS AND			
						NOTHING IS TRIPPED. ALL WHEELSARE			
						TURNING FREELY. DYNAMICBRAKES			
		REPETETIVE FALSE TRIP /				ARE NOW CUTOUT DEFECTIVE.			
7/20/2006 10:27 UP	4081 MNPST 17	915 CYCLING	5406	RECEIVER BARS	SUB. ABSOLUTE BLOCK ESABLISHED.	0520CST-PMR/OMA	RV323S	CHANGED CPU & RECEIVER BARS	7/28/2006

REPETETIVE FALSE TRIP / BIS CYCLING  T/20/2006 13-80 UP  4998 LBEW 17  PIS CYCLING	ITION. tURNED ARTURE TEST AND EMS. CCS E UP/ON AT ALL TESTS FINE AND PASSES. 4021HP  T WAS B/O CARD WAS STILL IN ARTURE TEST AND  AND AS BURNT UP. R SUPPLY. TESTED TS OK. PLACED TESTED ROCESS TEMS CHECK OK.  ND 1 a box for continious	CODED CAB SIGNAL IS CAUSING THE DIPON RELEASING THE INDEPENDENT BRAKE. MAKE NECESSARY REPAIRS AT UNIT TO GO INTO PENALTY APPLICATION THIS TIME. CWK/OMA CST 1548  THE MOTION LIGHT FOR THE ATC DOES NOT WORK AND DROPS OUT AT 40 MPH  DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC WILL NOT WORK AND WILL NOT WORK AND WILL NOT WORK AND WILL THAT IS ALL.  ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.  GGC/OMA  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY.  CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR IS SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  BRAKE MAKE NECESSARY REPAIRS AT TIME. WITHOUT TO CALIBRATION AND ALL BRAKE CHECK PASSES. 4021HP 7/30/2006  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR IS AS A LEAD UNIT UNTIL REPAIRS HAVE SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT RESPONDED TO THE ATC WILL NOT WORK AND WILL TAKE THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  DO ROTO REALE MAKE NECESSARY REPAIRS AT TIMES. UNIT LOAD TEAMS. TIMES. UNIT LOAD TEAMS A LEAD UNIT AT THE MEDESTS IN ALL TIMES. UNIT LOAD TEAMS AND WILL TAKE THE AIR WITHOUT TO DATE TO NOT USE AS A LEAD UNIT UNTIL REPAIRS HAVE SHOWLD AND THE AUDIBLE INDICATOR FOR THE ATC WILL NOT ACKNOWLEDGE AT ALL AND  DROPPING OUT ABOUT TO THE ATC WILL NOT ACKNOWLEDGE AT ALL AND  DROPPING OUT A BROW OR KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  DROPPING OUT AT AT ALL TIMES. UNIT LOAD TEAS A LEAD UNIT AT THE MEDESTS ALL AND  DROPPING OUT AT A LL THE AUDIBLE INDICATOR FOR THE ATC WILL NOT ACKNOWLEDGE AT ALL AND  DROPPING OUT A BRAKE CHECK PASSES. 4021HP ALL AND  DROPPING OUT AT A LUBBLE INDICATOR FOR THE ATC WILL AND TIMES OF THE ATC WILL AND TIMES. THE AUDIBLE TO THE ATC WILL AND TIMES. THE AUDIBLE TO THE ATC WILL AND THE AUDIBLE TO THE ATC WILL AND TH
COMEDICATE STRIPLY   SECRET STRIPLY	ARTURE TEST AND EMS. CCS E UP/ON AT ALL TESTS FINE AND PASSES. 4021HP  T WAS b/o CARD WAS STILL IN DE, RAN THRU BOTH ARTURE TEST AND  AND TO SUPPLY. TESTED TS OK. PLACED TESTED TS OK. PLACED TESTED TEMS CHECK OK.  TO SUPPLY TESTED TS OK. TEMS CHECK OK.	CODED CAB SIGNAL IS CAUSING THE UNIT TO GO INTO PENALTY APPLICATION  THE MOTION LIGHT FOR THE ATC DOES NOT WORK AND DROPS OUT AT 40 MPH DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.  GGC/OMA  ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.  GGC/OMA  ATC BISNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY, CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR ISFOR THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW SORIOR OFF WILL NOT ACKNOWLEDGE AT ALL AND  SCALE PAGE SET AUDIBLE TO ATAL THE AUDIBLE TO THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  SACK OF AUDIT THE
CODED CAB SIGNAL IS CAUSING THE MODEPRINDENT   SIRCHCRIMS AT THE ALESTRIP / SIRCHCRIMS AT THE SIRCHCRIMS AT THE ALESTRIP / SIRCHCRIMS AND ALEST ALESTRIP / SIRCHCRIMS AT THE ALESTRIP / SIRCHCRIMS AND ALEST ALE	E UP/ON AT ALL OTESTS FINE AND PASSES. 4021HP  T WAS b/o CARD WAS STILL IN DE, RAN THRU BOTH ARTURE TEST AND  AND PASSES OK. PLACED TESTED PROCESS TEMS CHECK OK.  1  a box for continious	UNIT TO GO INTO PENALTY APPLICATION  THE MOTION LIGHT FOR THE ATC DOES NOT WORK AND DROPS OUT AT 40 MPH ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.  GGC/OMA  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY.  CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  THE AUDIBLE INDICATOR FOR THE ACA SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ACA SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ACA SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ACC WHEN TURNED ON KEEPS GOING OFF  UNIT TO GO INTO PENALTY THE INDICATOR FOR THE ACC NEXT MEXALS A LEAD UNIT ACCOUNT THE SACK MAKE NECESSARY REPAIRS AT THE AUDIBLE INDICATOR FOR THE ACC WILL NOT WORK AND MILL NOT GGC/OMA  NX284S  SP60S  AX284S  AX284S  AX284S  AX284 BARE MUST BE UP/ON AT ALL TIMES. UNIT LOAD TESTS FINE AND AIR BRAKE CHECK PASSES. 4021HP AIR TIMES. UNIT LOAD TESTS FINE AND AIR BRAKE CHECK PASSES. 4021HP AIR TIMES. UNIT LOAD TESTS FINE AND AIR BRAKE CHECK PASSES. 4021HP AIR TIMES. UNIT LOAD TESTS FINE AND AIR BRAKE CHECK PASSES. 4021HP AIR TIMES. UNIT LOAD TESTS FINE AND AIR BRAKE CHECK PASSES. 4021HP AIR TIMES. UNIT LOAD TESTS FINE AND AIR BRAKE CHECK PASSES. 4021HP AIR TIMES. UNIT LOAD TESTS FINE AND AIR BRAKE CHECK PASSES. 4021HP AIR TIMES. UNIT LOAD TESTS FINE AND AIR BRAKE CHECK PASSES. 4021HP AIR TIMES. UNIT LOAD TESTS FINE AND AIR BRAKE MUSE. TIMES. UNIT AT TIMES. UNIT AT TIMES. UNIT AT TIMES. UNIT AT TIMES. UNIT ALL TIMES. UNIT AND AIR BRAKE MUST. TIMES. UNIT AND AIR BRAKE MUSE. SP60S  AV284S  AX284S  AX284S
REPETETIVE FALSE TRIP / 915 OVCILING ALTOS CURCUIT BREAKER / 915 OVCILING ALTOS CURCUIT BREAKER / 915 OVCILING ALTOS CURCUIT STATE / 915 OVCINI STATE / 915 OVCILING ALTOS CURCUIT STATE / 915 OVCINI STATE / 915 OVCIN STATE / 91	TESTS FINE AND PASSES. 4021HP  T was b/o EARD WAS STILL IN DE, RAN THRU BOTH ARTURE TEST AND  AS BURNT UP. R SUPPLY. TESTED TO SOK. PLACED TESTED PROCESS TEMS CHECK OK.  ND 1  a box for continious	CODED CAB SIGNAL IS CAUSING THE UNIT TO GO INTO PENALTY APPLICATION  THE MOTION LIGHT FOR THE ATC DOES NOT WORK AND DROPS OUT AT 40 MPH  DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC WILL NOT WORK AND WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THE MIND AND THE PUTTING THEM INTO EMERGENCY,  CAB SIGNALS CUTOUT DUE TO DROPPING OUT ABSOLUTE BLOCK ESTABLISHED  CODED CAB SIGNAL S CAS IS CUTOUT AT AND WILL IN NOT WORK AND WILL IN NOT WORK AND WILL IN THE ALER WITHOUT NOTICE, ALSO THE SAME INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT IE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT IE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT IE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT IE AUDIBLE INDICATOR FOR THE ACCOUNT WILL AND THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT IE AUDIBLE INDICATOR FOR THE ACCOUNT WILL TAKE THE AIR WITHOUT WILL AND THE AUDIBLE INDICATOR FOR THE ACCOUNT WILL NOT ACKNOWLEDGE AT ALL AND  CODE OF A SIGNALS A LEAD UNIT LOAD TESTS FINE AND ALR BRAKE CHECK PASSES. 4021HP 189TMP 100LP 7/30/2006  THE MOTION LIGHT FOR THE ATC WILL COME BUT THE MOTION CONTROL AND THE SIDNEY SAME INDICATOR FOR THE ACCOUNT AT MP 90 AND THE SIDNEY SAME INDICATOR FOR THE ACCOUNT AND THE SIDNEY SUB-CEL/OMA  THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE SIDNEY WILL NOT ACKNOWLEDGE AT ALL AND  THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBLE INDICATOR FOR THE ACCOUNT AND THE AUDIBL
REPETETURE FALSE TRIP   STGS CURCUIT REPEARER   ATCS CURCUIT PREARER   ATCS CURCUIT PREAR	PASSES. 4021HP  IT WAS b/o CARD WAS STILL IN DE, RAN THRU BOTH ARTURE TEST AND  AND AND AND AND AND AND AND AND AND	ER UNIT TO GO INTO PENALTY APPLICATION NEXTSHOPPING. CCS IS CUTOUT AT THIS TIME. CWK/OMA CST 1548 SP760S ARRECTECK PASSES. 4021HP 7/30/2006  THE MOTION LIGHT FOR THE ATC DOES NOT WORK AND DROPS OUT AT 40 MPH GGC/OMA  THE ATC WILL NOT WORK AND WILL NOT WORK AND WILL NOT WORK AND WILL NOT WORK AND WILL THAT IS ALL. GGC/OMA  ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL. GGC/OMA  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY. CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  ATMILEPOST 417.5 ON THE SIDNEY SUB. CEL/OMA  THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT BEEMMADE. GGC/OMA  THE AUDIBLE INDICATOR FOR THE CAB SIGNALS IS NOW WORKING AT BEEMMADE. GGC/OMA  THE AUDIBLE INDICATOR FOR THE CAB SIGNALS IS NOW WORKING AT BEEMMADE. GGC/OMA  THE AUDIBLE INDICATOR FOR THE ATC WILL NOT ACKNOWLEDGE AT ALL AND  AND WILL NOT ACKNOWLEDGE AT ALL AND  AND AWAS SPICE WAS SES. 4021HP 189TMP 100LP 7/30/2006  AIR BRAKE CHECK PASSES. 4021HP 189TMP 100LP 7/30/2006  AIR BRAKE CHECK PASSES. 4021HP 189TMP 100LP 7/30/2006  AIR BRAKE CHECK PASSES. 4021HP 189TMP 100LP 7/30/2006  TOUGHT 189TMP 100LP 7/30/2006  TOUGHT 189TMP 100LP 7/25/2006  AIR BRAKE CHECK PASSES. 4021HP 189TMP 100LP 7/25/2006  TOUGHT 189TMP 100LP 7/25/2006  AIR BRAKE CHECK PASSES. 4021HP 100LP 7/25/2006  TOUGHT 189TMP 100LP 100LP 7/25/2006  AIR BRAKE CHECK PASSES. 4021HP 100LP
Triangle	AND 11  a box for continious  T was b/o  CARD WAS STILL IN  ER, RAN THRU BOTH  ARTURE TEST AND  AND  1  BOX FOR CONTINIOUS	THE MOTION LIGHT FOR THE ATC DOES NOT WORK AND DROPS OUT AT 40 MPH GGC/OMA  DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC WILL NOT WORK AND WILL NOT WORK AND WILL NOT WORK AND WILL NOT WORK AND WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.  GGC/OMA  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY, CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE ATC WILL INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS ROW ORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  NX284S  Axle alt spline spacer was b/0 7/25/2006  FOUND AND CPU CARD WAS STILL IN CALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND NX284G TESTED O.K.  7/24/2006  TESTED O.K.  NX284S  TESTED O.K.  NX284S  POWER SUPPLY WAS BURNT UP. REPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK.  7/28/2006  CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS  SUB. CEL/OMA  AND WILL TAKE THE AIR WITHOUT  NOTICE, ALSO THE SAME INDICATOR ISFOR THE AERTER. DO NOT USE AS A LEAD UNIT UNTIL REPAIRS HAVE  SIGNALS SYSTEM IS NOW WORKING AT BEENMADE. GGC/OMA  THE AUDIBLE INDICATOR FOR THE ATC  WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  THE AUDIBLE INDICATOR FOR THE ATC  WHEN TURNED ON KEEPS GOING OFF
720/2006 23:10   P   9802   CSSC 20   950   OTHER CAB EQUIPMENT   430S   EADS/CABLES   NOT WORK AND PROPS OUT AT 40 MPH   GCC/OMA   No.284   Safe all spline spacer was brown and property of the property o	ARD WAS STILL IN DE, RAN THRU BOTH ARTURE TEST AND  AND AS BURNT UP. AS SUPPLY. TESTED TO OK. PLACED TESTED PROCESS TEMS CHECK OK.  ADD A box for continious  AS BURNT UP. AS SUPPLY. TESTED TO OK. ADD A DOX TO OKNEY  ADD A DOX	NOT WORK AND DROPS OUT AT 40 MPH  DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC WILL NOT WORK AND WILL NOT  ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.  GGC/OMA  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY, CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AT MILEPOST 417.5 ON THE SIDNEY SUB. CEL/OMA  THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT TARY IS ALL.  RUN THROUGH THE TEST MODE. GC/OMA  NX284G  TESTED O.K.  7/24/2006  ROYA/24/2006  TESTED O.K.  7/24/2006  NX284S  POWER SUPPLY WAS BURNT UP. REPLACED POWER SUPPLY. TESTED CCS CPU B/O - REPLACED TESTED CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK. 8/3/2006  10/17/2006  THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  NX284S  AXLE alt spline spacer was b/O CALBRATION AND CPU CARD WAS STILL IN CALIBRATION MODE, RAN THRU BOTH ATC AND CPU CARD WAS STILL IN CALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND 7/24/2006  ROYA/24/2006  TESTED O.K.  7/24/2006  ROYA/2006  ROYA/2006  POWER SUPPLY WAS BURNT UP. REPLACED POWER SUPPLY. TESTED CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK. 8/3/2006  NX284S  COMPLETED, SYSTEMS CHECK OK. 8/3/2006  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF WILL NOT ACKNOWLEDGE AT ALL AND WILL NOT ACKNOWLEDGE AT ALL AND FEDIATION TO CARD WAS STILL IN CALIBRATION MODE, AND THE ATC WE AND AND THE TEST MODE. AT A THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF WILL NOT ACKNOWLEDGE AT ALL AND FEDIATION TO CARD WAS STILL IN CALIBRATION MODE, AND THE ATC WE AND AND THE TEST MODE. CAB SIGNAL SEPICATION TO CARD WAS ALL AND FEDIATION TO CARD WAS ALL AND FEDIATION TO CARD WAS ALL AND FEDIATION TO CARD WAS ALL AND
720/2006 23:10   P   9902   CSSC 20   950   OTHER CAB EQUIPMENT   430S LEADS/CABLES   NOT WORK AND PROPS OUT AT 40 MPH   GCC/OMA   No.284   Safe all spline spaper was brown and proper was brown an	ARD WAS STILL IN DE, RAN THRU BOTH ARTURE TEST AND  AND AS BURNT UP. AS SUPPLY. TESTED TO OK. PLACED TESTED PROCESS TEMS CHECK OK.  ADD A box for continious  AS BURNT UP. AS SUPPLY. TESTED TO OK. ADD A DOX TO OKNEY  ADD A DOX	NOT WORK AND DROPS OUT AT 40 MPH  OF COMMA  NX284S  Axle alt spline spacer was b/o  T/25/2006  FOUND AND CPU CARD WAS STILL IN CALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND GC/OMA  NX284G  TESTED O.K.  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY, CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  NX284S  THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT WORK AND WILL RUN THROUGH THE TEST MODE. GC/OMA  NX284S  NX284S  TESTED O.K.  TATC AND CCS DEPARTURE TEST AND TATC AND CCS DEPARTURE TEST AND TATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATIC THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATIC THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATIC THRU BOTH ATC AND CCS DEPARTURE TEST AND TO ALIBRATIC THRU BOTH ATC AND CS DEPARTURE TEST AND TO ALIBRATIC THRU BOTH ATC AND CS DEPARTURE
DO NOT USE AS A LEAD UNIT ACCOUNT   THE ATT CWILL NOT WORK AND WILL NOT WE SEED ACCOUNT THEY RESPONDED THEY WILL NOT WORK AND WILL NOT W	ARTURE TEST AND  ARTURE TEST AND  AS BURNT UP. AS SUPPLY. TESTED AS OK. PLACED TESTED AROCESS FEMS CHECK OK.  ADD  A box for continious  PMENT TAGED	DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC WILL NOT WORK AND WILL NOT  ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.  GGC/OMA  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  CALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TES
ATC AND CCS DEPARTURE TO	ARTURE TEST AND  ad  AS BURNT UP. R SUPPLY. TESTED IS OK. PLACED TESTED ROCESS TEMS CHECK OK.  ND 1  a box for continious	THE ATC WILL NOT WORK AND WILL  NOT  GGC/OMA  ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.  GGC/OMA  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY,  CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AT MILEPOST 417.5 ON THE SIDNEY ESTABLISHED  THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT BEENMADE. GGC/OMA  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT HEROTOM  RATC AND CCS DEPARTURE TEST AND NX284G  TESTED O.K.  7/24/2006  TO POWER SUPPLY WAS BURNT UP. REPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK.  7/28/2006  CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK.  8/3/2006  TO DEFECTS FOUND  10/17/2006 THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT BEENMADE. GGC/OMA  WILL NOT ACKNOWLEDGE AT ALL AND  TEPJACED DAY.  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  TO DEFECTS FOUND  TO DAY.  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF
1721/2006 22:18 UP	AND 1  AS BURNT UP. AS SUPPLY. TESTED AS OK. PLACED TESTED AROCESS AS CHECK OK.  1  A box for continious	NOT GGC/OMA NX284G TESTED O.K. 7/24/2006  ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY, EVANSTON SUB. GGC/OMA NX284E CAB SIGNAL TESTS OK. 7/28/2006  CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED SUB. CEL/OMA NX284S COMPLETED, SYSTEMS CHECK OK. 8/3/2006  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR ISFOR THE ALERTER. DO NOT USE AS A LEAD UNIT UNTIL REPAIRS HAVE SIGNALS SYSTEM IS NOW WORKING AT BEENMADE. GGC/OMA INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  NX284G TESTED O.K. 7/24/2006  NX284S POWER SUPPLY WAS BURNT UP. REPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK. 7/28/2006  CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK. 8/3/2006  CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK. 8/3/2006  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR ISFOR THE ALERTER. DO NOT USE AS A LEAD UNIT UNTIL REPAIRS HAVE SIGNALS SYSTEM IS NOW WORKING AT BEENMADE. GGC/OMA JH404D NO DEFECTS FOUND 10/17/2006  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF
ATC WILL NOT RESPOND, THE   NIDICATOR LIGHTS WILL COME BUT   THAT IS ALL   GGC/OMA   NX284S   Dower supply was bad   POWER SUPPLY WAS BURNT   THAT IS ALL   GGC/OMA   NX284S   Dower supply was bad   POWER SUPPLY WAS BURNT   THAT IS ALL   GGC/OMA   NX284S   Dower supply was bad   POWER SUPPLY WAS BURNT   THAT IS ALL   GGC/OMA   NX284S   Dower supply was bad   POWER SUPPLY WAS BURNT   THAT IS ALL   GGC/OMA   NX284S   Dower supply was bad   POWER SUPPLY WAS BURNT   THAT IS ALL   GGC/OMA   NX284S   Dower supply was bad   POWER SUPPLY WAS BURNT   THAT IS ALL   GGC/OMA   NX284S   DOWER SUPPLY W	AS BURNT UP. R SUPPLY. TESTED RS OK. PLACED TESTED ROCESS TEMS CHECK OK.  ND 1 a box for continious	ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL. GGC/OMA NX284S POWER SUPPLY WAS BURNT UP. OUT AND THE PUTTING THEM INTO EMERGENCY, CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST 417.5 ON THE SIDNEY ESTABLISHED  AT MILEPOST 417.5 ON THE SIDNEY SUB. CEL/OMA NX284S  COMPLETED, SYSTEMS CHECK OK.  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF WILL NOT ACKNOWLEDGE AT ALL AND  NX284S  POWER SUPPLY WAS BURNT UP. REPLACED POWER SUPPLY. TESTED CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK.  8/3/2006  NX284S  THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF WILL NOT ACKNOWLEDGE AT ALL AND  REPLACED POWER SUPPLY. TESTED CCS CPU B/O - REPLACED TES
7/26/2006 1/30 UP   4270   VDNSRR 23   910 CAB SIGNAL EQUIPMENT   5401 AMPLIFIER   THAT IS ALL.   G.G.C/GMA   N.284S   power supply was bad   POWER SUPPLY WAS BURNT   FOWER SUPPLY WAS BURNT   FO	AS BURNT UP. R SUPPLY. TESTED FS OK. PLACED TESTED PROCESS TEMS CHECK OK.  ND 1 a box for continious	THAT IS ALL.  GGC/OMA  NX284S  power supply was bad  8/6/2006  THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY, CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AT MILEPOST 417.5 ON THE SIDNEY ESTABLISHED  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR ISFOR THE ALERTER. DO NOT USE AS A THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  NX284S  POWER SUPPLY WAS BURNT UP. REPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK. 7/28/2006  CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK. 8/3/2006  NX284S  COMPLETED, SYSTEMS CHECK OK. 10/17/2006  REPLACED POWER SUPPLY WAS BURNT UP. REPLACED POWER SUPPLY TESTED CAS SIGNAL STATEMENT UP.
THE CAB SIGNALS KEEP PROPPING OUT AND THE PUTTING THEM INTO   THE AUDIBLE INDICATOR FOR THE CAB SIGNAL SEEP PROPPING OUT AND THE PUTTING P39 ON THE REPLACED PROVER SUPPLY WAS BURNT REPLACED PROVER SUPPLY WAS BURNT REPLACED TO DROPPING OUT. AND THE PUTTING P39 ON THE REPLACED TE CAB SIGNAL SCUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED AND WILL REPORT 417.5 ON THE SIDNEY SUB-CELOMA NX284E CAB SIGNAL SCUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED AND WILL REPORT 417.5 ON THE SIDNEY SUB-CELOMA NX284S COMPLETED, SYSTEMS CHECK STABLISHED AND WILL REPORT 417.5 ON THE SIDNEY SUB-CELOMA NX284S COMPLETED, SYSTEMS CHECK STABLISHED AND WILL REPORT 417.5 ON THE SIDNEY SUB-CELOMA NX284S COMPLETED, SYSTEMS CHECK STABLISHED AND WILL REPORT 417.5 ON THE SIDNEY SUB-CELOMA NX284S COMPLETED, SYSTEMS CHECK STABLISHED AND WILL REPORT 417.5 ON THE SIDNEY SUB-CELOMA NX284S COMPLETED, SYSTEMS CHECK STABLISHED AND WILL REPORT 417.5 ON THE SIDNEY SUB-CELOMA NX284S COMPLETED, SYSTEMS CHECK STABLISHED AND WILL REPORT 417.5 ON THE SIDNEY SUB-CELOMA NX284S COMPLETED, SYSTEMS CHECK STABLISHED AND WILL REPORT 417.5 ON THE SIDNEY SUB-CELOMA NX284S COMPLETED, SYSTEMS CHECK STABLISHED AND WILL REPORT AND WILL AND TAKES THE AIR WITHOUT NOTICE. CAB SIGNAL EQUIPMENT TAG SIGNALS DOES NOT WORK AND WILL CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFES SUB-ACCOUNT THE CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFES SUB-ACCOUNT THE CAB SIGNALS SUB-COUNT THE COUNCIL BLUFFES SUB-ACCOUNT THE CAB SIGNALS SUB-ACCOUNT THE COUNCIL BLUFFES SUB-ACCOUNT THE CAB SIGNALS SUB-ACCOUNT THE CAB SIGNALS SUB-ACCOUNT THE COUNCIL BLUFFES SUB-ACCOUNT THE CAB SIGNAL S	AS BURNT UP. R SUPPLY. TESTED FS OK. PLACED TESTED PROCESS TEMS CHECK OK.  ND 1 a box for continious	THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY, EVANSTON SUB. GGC/OMA  CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AT MILEPOST 417.5 ON THE SIDNEY ESTABLISHED  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR ISFOR THE ALERTER. DO NOT USE AS A THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  THE AUDIBLE INDICATOR FOR THE ATC WILL NOT ACKNOWLEDGE AT ALL AND  POWER SUPPLY WAS BURNT UP. REPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK. 7/28/2006  CCS CPU B/O - REPLACED TESTED CCS CPU B/O - REPLACED
REPLACED POWER SUPPLY:   Proceedings	R SUPPLY. TESTED IS OK. PLACED TESTED PROCESS IEMS CHECK OK.  ND 1  a box for continious	OUT AND THE PUTTING THEM INTO EMERGENCY, EVANSTON SUB. GGC/OMA  CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AT MILEPOST 417.5 ON THE SIDNEY SUB. CEL/OMA  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR ISFOR THE ALERTER. DO NOT USE AS A THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  NOW HAVE CUT OUT AT MP 930 ON THE REPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK.  7/28/2006  CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK.  8/3/2006  TOMPLETED, SYSTEMS CHECK OK.  8/3/2006  NO DEFECTS FOUND 10/17/2006 TREPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK.  7/28/2006  CCS CPU B/O - REPLACED POWER SUPPLY. TESTED CCS CPU B/O - REPLACED POWER SUPPLY. TESTED CCS CPU B/O - REPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK.  7/28/2006  CCS CPU B/O - REPLACED POWER SUPPLY. TESTED CCS CPU B/O - REPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK.  7/28/2006  CCS CPU B/O - REPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK.  7/28/2006  TOMPLETED, SYSTEMS CHECK OK.  8/3/2006  10/17/2006  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF WILL NOT ACKNOWLEDGE AT ALL AND FEDERAL TESTS OK.  7/28/2006  TOMPLETED, SYSTEMS CHECK OK.  8/3/2006
CCS CPU B(7) CPU B TO DROPPING OUT, ABSOLUTE BLOCK DROPPING OUT, ABSOLUTE BLOCK DROPPING OUT, ABSOLUTE BLOCK SUB. CEL/OMA AT MILEPOST 417,5 ON THE SIDNEY SUB. CEL/OMA AT MILEPOST 417,5 ON THE SIDNEY SUB. CEL/OMA NOTICE, LOSO THE SAME INDICATOR ISFOR THE ALERTER, DO NOT USE AS A SUB. CEL/OMA NOTICE, LOSO THE SAME INDICATOR ISFOR THE ALERTER, DO NOT USE AS A SUB. CEL/OMA NOTICE, LOSO THE SAME INDICATOR ISFOR THE ALERTER, DO NOT USE AS A SUB. CEL/OMA NOTICE, LOSO THE SAME INDICATOR ISFOR THE ALERTER, DO NOT USE AS A SUB. CEL/OMA NOTICE, LOSO THE SAME INDICATOR ISFOR THE ALERTER, DO NOT USE AS A SUB. CEL/OMA NOTICE, LOSO THE SAME INDICATOR ISFOR THE ALERTER, DO NOT USE AS A SUB. CEL/OMA NOTICE, LOSO THE SAME INDICATOR FOR THE ALERTER, DO NOT USE AS A SUB. CEL/OMA NOTICE ISFORMANCE, GGC/OMA SUB. CEL/OWN NOTICE, LOSO THE SAME INDICATOR FOR THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT USE AS A SUB. CEL/OWN NOTICE. THE ALERTER, DO NOT THE SAME INDICATOR SUBJECT OF THE ALERTER, DO NOT THE SAME INDICATOR SUBJECT ON THE SAME	PLACED TESTED PROCESS TEMS CHECK OK.  ND 1 a box for continious	CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AT MILEPOST 417.5 ON THE SIDNEY SUB. CEL/OMA  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR ISFOR THE ALERTER. DO NOT USE AS A SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK.  8/3/2006  NX284S  COMPLETED, SYSTEMS CHECK OK.  8/3/2006  NO DEFECTS FOUND 10/17/2006
REPETETIVE FALSE TRIP / 915 CYCLING	PROCESS TEMS CHECK OK.  ND 1 a box for continious  PMENT TAGED	DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED  AT MILEPOST 417.5 ON THE SIDNEY SUB. CEL/OMA  AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR ISFOR THE ALERTER. DO NOT USE AS A THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT BEENMADE. GGC/OMA  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK.  8/3/2006  NX284S  COMPLETED, SYSTEMS CHECK OK.  8/3/2006  NX284S  COMPLETED, SYSTEMS CHECK OK.  8/3/2006  NO DEFECTS FOUND 10/17/2006  Teplaced fuses in msa box for continious
17/26/2006 13:28 UP	TEMS CHECK OK.  ND 1 a box for continious  PMENT TAGED	ESTABLISHED  SUB. CEL/OMA  NX284S  COMPLETED, SYSTEMS CHECK OK.  8/3/2006  AND WILL TAKE THE AIR WITHOUT  NOTICE, ALSO THE SAME INDICATOR  ISFOR THE ALERTER. DO NOT USE AS A  THE AUDIBLE INDICATOR FOR THE CAB  SIGNALS SYSTEM IS NOW WORKING AT  BEENMADE. GGC/OMA  JH404D  NO DEFECTS FOUND  10/17/2006  THE AUDIBLE INDICATOR FOR THE ATC  WHEN TURNED ON KEEPS GOING OFF  WILL NOT ACKNOWLEDGE AT ALL AND  replaced fuses in msa box for continious
7/27/2006 22:35 UP 8393 QNPEL 27 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND SIGNALS SYSTEM IS NOW WORKING AT EACH UNTIL METER ADDIBLE INDICATOR FOR THE ACB LEAD UNIT UNTIL REPAIRS HAVE SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF TAKES THE AIR. GGC/OMA NZ021 high speed whistle.  7/28/2006 1:40 UP 3059 MDMPR 26 910 CAB SIGNAL EQUIPMENT 5410 WIRING AND THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE. GAB SIGNAL EQUIPMENT TAGE SIGNALS DOES NOT WORK AND WILL GGC/OMA JH040 B/O.UNIT IN TRAIL ONLY CAB SIGNALS CUT OUT AMP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT REPETETIVE FALSE TRIP / PAPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	a box for continious  PMENT TAGED	NOTICE, ALSO THE SAME INDICATOR ISFOR THE ALERTER. DO NOT USE AS A THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF WILL NOT ACKNOWLEDGE AT ALL AND NO DEFECTS FOUND 10/17/2006 replaced fuses in msa box for continious
THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF TAKES THE AIR. GGC/OMA  NZ021 high speed whistle.  THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF TAKES THE AIR. GGC/OMA  NZ021 high speed whistle.  THE AUDIBLE INDICATOR FOR THE CAB AND TAKES THE AIR WITHOUT NOTICE.  THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE.  THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE.  THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE.  THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE.  THE AUDIBLE INDICATOR FOR THE CAB SIGNALS DOES NOT WORK AND WILL CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFOR SACOUNT THEY  REPETETIVE FALSE TRIP / PSION OF THE CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242  CAB SIGNALS TESTED. NO PE CAB SIGNALS TESTED. NO PE	a box for continious  PMENT TAGED	ISFOR THE ALERTER. DO NOT USE AS A THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF WILL NOT ACKNOWLEDGE AT ALL AND ISFOR THE ALERTER. DO NOT USE AS A LEAD UNIT UNTIL REPAIRS HAVE BEENMADE. GGC/OMA JH404D NO DEFECTS FOUND 10/17/2006 Treplaced fuses in msa box for continious
THE AUDIBLE INDICATOR FOR THE CAB SIGNAL S SYSTEM IS NOW WORKING AT BEAUDIBLE SIDICATOR FOR THE CAB SIGNAL S SYSTEM IS NOW WORKING AT BEAUDIBLE SIDICATOR FOR THE ATD WHEN TURNED ON KEEPS GOING OFF AND TAKES THE AIR. GGC/OMA  7/28/2006 1:40 UP 3059 MDMPR 26  910 CAB SIGNAL EQUIPMENT  7/28/2006 1:40 UP 3059 MDMPR 26  910 CAB SIGNAL EQUIPMENT  5410 WIRING  10 CAB SIGNAL EQUIPMENT  5410 WIRING  11 HE AUDIBLE INDICATOR FOR THE CAB AND TAKES THE AIR. GGC/OMA  11 HE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT BEAUDIBLE. WHEN TURNED ON KEEPS GOING OFF AND TAKES THE AIR. GGC/OMA  12 CAB SIGNAL EQUIPMENT TAG SIGNALS DOES NOT WORK AND WILL BY AUDIBLE INDICATOR FOR THE CAB SIGNALS DOES NOT WORK AND WILL BY AUDIBLE INDICATOR FOR THE CAB BY AUDIBLE INDICATOR FOR THE CAB SIGNALS DOES NOT WORK AND WILL BY AUDIBLE INDICATOR FOR THE CAB BY AUDIBLE INDICATOR FOR THE CAB AND THE AUDIBLE INDICATOR FOR THE CAB SIGNALS OUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA  MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242  CAB SIGNALS ESTED. NO PE	a box for continious  PMENT TAGED	THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT BEENMADE. GGC/OMA JH404D NO DEFECTS FOUND 10/17/2006 THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF WILL NOT ACKNOWLEDGE AT ALL AND replaced fuses in msa box for continious
7/27/2006 22:35 UP 8393 QNPEL 27 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND SIGNALS SYSTEM IS NOW WORKING AT HE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF AND TAKES THE AIR. GGC/OMA NZ021 high speed whistle.  7/28/2006 1:40 UP 3059 MDMPR 26 910 CAB SIGNAL EQUIPMENT 5410 WIRING AND TAKES THE AIR. GGC/OMA NZ021 high speed whistle.  7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR FOR THE CAB SIGNALS DOES NOT WORK AND WILL CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THE CAB SIGNALS CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	a box for continious  PMENT TAGED	SIGNALS SYSTEM IS NOW WORKING AT BEENMADE. GGC/OMA JH404D NO DEFECTS FOUND 10/17/2006 THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF WILL NOT ACKNOWLEDGE AT ALL AND replaced fuses in msa box for continious
7/28/2006 1:40 UP 3059 MDMPR 26 910 CAB SIGNAL EQUIPMENT 5410 WIRING AND TAKES THE AIR. GGC/OMA NZ021 high speed whistle.  THE AUDIBLE INDICATOR FOR THE CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT NDROPED OUT AND WOULD NOT REPETETIVE FALSE TRIP / PAPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242  CAB SIGNALS TESTED. NO PERCENTIVE FALSE TRID / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242  CAB SIGNALS TESTED. NO PERCENTIVE FALSE TRID / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242  CAB SIGNALS TESTED. NO PERCENTIVE FALSE TRID / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242  CAB SIGNALS TESTED. NO PERCENTIVE FALSE TRID / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242  CAB SIGNALS TESTED. NO PERCENTIVE FALSE TRID / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242  CAB SIGNALS TESTED. NO PERCENTIVE FALSE TRID / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242  CAB SIGNALS TESTED. NO PERCENTIVE FALSE TRID / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242  CAB SIGNALS TESTED. NO PERCENTIVE FALSE TRID / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242	PMENT TAGED	WHEN TURNED ON KEEPS GOING OFF WILL NOT ACKNOWLEDGE AT ALL AND replaced fuses in msa box for continious
7/28/2006 1:40 UP 3059 MDMPR 26 910 CAB SIGNAL EQUIPMENT 5410 WIRING AND TAKES THE AIR. GGC/OMA NZ021 high speed whistle.  THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE.  7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THE COUNCIL BLUFFS SUB. ACCOUNT THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST C0242 CAB SIGNALS TESTED. NO PE	PMENT TAGED	
THE AUDIBLE INDICATOR FOR THE CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  8/1/2006 13:55 UP 6216 MCBKC 01 915 CYCLING 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PER CAB SIGNAL EQUIPMENT TAG GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUTOUT AT MP 68.7 ON THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PER CAB SIGNALS TESTED. TE	PMENT TAGED	7 THE TRACE OF SHIPE THE PROPERTY OF THE PROPE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  REPETETIVE FALSE TRIP / PPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
8/1/2006 13:55 UP 6216 MCBKC 01 REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	ONI Y	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	··	
8/1/2006 13:55 UP 6216 MCBKC 01 915 CYCLING 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
REPETETIVE FALSE TRIP / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	1D	
	TED NO DENIAL TV	THE COUNCIL BLUFFS SUB. ACCOUNT DROPPED OUT AND WOULD NOT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND 8/2/2006
		THE COUNCIL BLUFFS SUB. ACCOUNT DROPPED OUT AND WOULD NOT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND 8/2/2006 CAB SIGNALS CAUSING PENALTY
		THE COUNCIL BLUFFS SUB. ACCOUNT DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA MX283S NO DEFECTS FOUND 8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PENALTY
WILL NOT RESPOND, NEED TO STOP		THE COUNCIL BLUFFS SUB. ACCOUNT DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA MX283S NO DEFECTS FOUND 8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PENALTY
		THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  JP016S  APPLICATION.  WILL NOT RESPOND, NEED TO STOP
	card b/o. replaced	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR  DROPPED OUT AND WOULD NOT RESPOND MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006
8/6/2006 6:45 UP 9830 KLAG1 01 950 OTHER CAB EQUIPMENT 5443 DECODER CPU PCB AND THE CREW5 TIMES NOW. GGC/OMA NZ005 test ok.		THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL  Found CPD decorder card b/o, replaced
	60 days cab signal	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  JP016S  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL THE ATC WILL DROP TO RESTRICTIVE AND THE CREWS TIMES NOW. GGC/OMA  NZ005  NO DEFECTS FOUND  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  Found CPD decorder card b/o, replaced card and completed 60 days cab signal THE CREWS TIMES NOW. GGC/OMA NZ005  RESPOND. NZ005
8/6/2006 8:20 UP 3916 KTALN5 04 915 CYCLING 5420 HARMON ULTRA-CAB NOW SUB. GGC/OMA NZ005 insp. all systems check good.	60 days cab signal e recalibrated. They	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  JP016S  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CAB SIGNALS TESTED. NO PENALTY APPLICATION.  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CAB SIGNALS KEEP CYCLING ON  THE CAB SIGNALS KEEP CYCLING ON  Cab signals had to be recalibrated. They
CAB SIGNALS CAUSING PENALTY.	e recalibrated. They . Performed60 day	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  JP016S  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL THE ATC WILL DROP TO RESTRICTIVE AND THE CAB SIGNALS KEEP CYCLING ON THE CREWS TIMES NOW. GGC/OMA  THE CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  Found CPD decorder card b/o, replaced card and completed 60 days cab signal test ok.  8/8/2006  Cab signals had to be recalibrated. They are working fine now. Performed60 day
	e recalibrated. They . Performed60 day .ck good.	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CAB SIGNALS KEEP CYCLING ON THE CREWS TIMES NOW. GGC/OMA  THE CAB SIGNALS KEEP CYCLING ON THE CRESTRICTIVE, NOW  CAB SIGNALS CAUSING PENALTY.  DROPPED OUT AND WOULD NOT RESPOND. MILEPOST CO242 CAB SIGNALS TESTED. NO PENALTY APPLICATION.  CAB SIGNALS TESTED. NO PENALTY  Found CPD decorder card b/o, replaced card and completed 60 days cab signal test ok.  8/8/2006  CAB SIGNALS KEEP CYCLING ON THE CREWS TIMES NOW. GGC/OMA  NZ005  CAB SIGNALS CAUSING PENALTY.
6/1/2006 3.36 OF 4246  ACTRO 06 915 CTCLING 9500 NO DEFECTS FOUND MILEFOST UNTIL REPAIRED. CEL/OWA RF045 AND OFF RESET DDSP MODULE AND	erecalibrated. They Performed60 day lock good.  CAB SIGNALS ON	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  JP016S  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  AX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  Found CPD decorder card b/o, replaced card and completed 60 days cab signal test ok.  8/8/2006  Cab signals had to be recalibrated. They are working fine now. Performed60 day insp. all systems check good.  8/9/2006  RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  CAB SIGNALS KEEP CYCLING ON THE CREW5 TIMES NOW. GGC/OMA  NZ005  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT  PROVIDENT OF THE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CREW5 TIMES NOW. GGC/OMA  NZ005  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT  PROVIDENT OF THE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THE LARAMIE SUB. GGC/OMA  NZ005  TESTED OK WITH CAB SIGNALS ON  TESTED OK WITH CAB SIGNALS ON
RECALIBRATED ACCT OUT OF	e recalibrated. They . Performed60 day ick good.  CAB SIGNALS ON	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL THE ATC WILL DROP TO RESTRICTIVE AND  THE CAB SIGNALS KEEP CYCLING ON THE CREW5 TIMES NOW. GGC/OMA  THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  DROPPED OUT AND WOULD NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CREW5 TIMES NOW. GGC/OMA NZ005  Cab signals had to be recalibrated. They are working fine now. Performed60 day NZ005  INSP. all systems check good.  8/9/2006
	e recalibrated. They . Performed60 day .ck good.  CAB SIGNALS ON  ULE AND CCT OUT OF	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  APPLICATIONS. CUTOUT NOW AND ABSOLUTE  WILL NOT RESPOND, NEED TO STOP AND AND THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THE MAND DROPPING TO RESTRICTIVE, NOW CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CREWS TIMES NOW. GGC/OMA THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  MILEPOST  DROPPED OUT AND WOULD NOT RESPOND. MILEPOST CO242 ON THE COAST SUB. CEL/OMA MX283S  NO DEFECTS FOUND 8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  Found CPD decorder card b/o, replaced card and completed 60 days cab signal test ok. Cad Signals had to be recalibrated. They are working fine now. Performed60 day insp. all systems check good.  8/8/2006  ESTED DOS MODULE AND RESET DDSP MODULE AND RECALIBRATED ACCT OUT OF
8///2006 /:10 OP   683/  EFBMV 06   910 CAB SIGNAL EQUIPMENT   5421 DDSP MODULE   BEEN COT OUT, WILL START TO CYCLE   disposition ninkle.   OX591   TIMES WITH NO FAULTS      CAB SIGNALS WILL NOT GIVE A GOOD	e recalibrated. They . Performed60 day .ck good.  CAB SIGNALS ON  ULE AND CCT OUT OF TED SEVERAL	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR AND AND THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  DROPPED OUT AND WOULD NOT RESPOND, GGC/OMA  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  MX283S  CAB SIGNALS TESTED. NO PENALTY  Found CPD decorder card b/o, replaced card and completed 60 days cab signal test ok.  Cab signals had to be recalibrated. They are working fine now. Performed60 day insp. all systems check good.  BA/8/2006  CAB SIGNALS CAUSING PENALTY.  ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  BROCK ESTABLISHED AT ON THE COAST SUB. CEL/OMA  BROCK ESTABLISHED. CEL/OMA  MX283S  CAB SIGNALS TESTED. NO PENALTY  FOUND CAB SIGNALS TESTED. NO PENALTY  APPLICATION.  B/10/2006  CAB SIGNALS TESTED. NO PENALTY  FOUND CAB SIGNALS TESTED. NO PENALTY  BA/10/2006  BROCK ESTABLISHED AT ON THE COAST SUB. CEL/OMA  NZ005  CAB SIGNALS ARE BAD AND HAVE  BLOCK ESTABLISHED. THE COAST SUB. TRAIL UNTIL REPAIRED. CEL/OMA  KP643  AND OFF CALIBRATION. TESTED SEVERAL
CCS DOES NOT FUNCTION DEPARTURE TEST. CUTOUT NOW AT recalibrated ccs and completed of	e recalibrated. They . Performed60 day .ck good.  CAB SIGNALS ON  ULE AND CCT OUT OF TED SEVERAL	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW  THEM AND DROPPING TO RESTRICTIVE, NOW  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CREW5 TIMES NOW. GGC/OMA  THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW  CAB SIGNALS REEP CYCLING ON THE CREW5 TIMES NOW. GGC/OMA  NZ005  Cab signals had to be recalibrated. They are working fine now. Performed60 day insp. all systems check good.  B/8/2006  CAB SIGNALS TESTED. NO PENALTY COME BACK. HAS DROPPED OUT ON THE CREW5 TIMES NOW. GGC/OMA  NZ005  THE CAB SIGNALS REEP CYCLING ON THE CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CREW5 TIMES NOW. GGC/OMA  NZ005  Cab signals had to be recalibrated. They are working fine now. Performed60 day insp. all systems check good.  B/8/2006  CAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE  dispo to hinkle.  DX591  TIMES WITH NO FAULTS  9/6/2006
8/7/2006 22:52 UP 9752 QNPCH 07 911 AT ALL 5420 HARMON ULTRA-CAB MILEPOST 329 ON THE OMAHA SUB. CEL/OMA NX284S test. all checks ok.	e recalibrated. They . Performed60 day .ck good.  CAB SIGNALS ON  ULE AND .CCT OUT OF TED SEVERAL .ULTS  completed departure	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  PRESPOND. GGC/OMA  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR AND THE ATC WILL DROP TO RESTRICTIVE AND THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  DROPPED OUT AND WOULD NOT RESPOND, GCC/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CAB SIGNALS KEEP CYCLING ON THE CREWS TIMES NOW. GCC/OMA  CAB SIGNALS KEEP CYCLING ON THE CREWS TIMES NOW. GCC/OMA  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  DROPPED OUT AND WOULD NOT RESPOND. GCC/OMA  MX283S  NO DEFECTS FOUND  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  CAB SIGNALS RESPOND. NEED TO STOP AND THEN APPLICATION.  FOUND CAPPART OF CALIBRATION.  RESPOND. GCAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE CAB SIGNALS WILL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT  DROPPED OUT ON TO THE CAB SIGNALS WILL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT  DROPPED OUT OUT AND WILL TART TO CYCLE CAB SIGNALS WILL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT  DROPPED OUT ON THE COAST SUB. TRAIL UNTIL REPAIRED. CEL/OMA  DROPPED OUT OF CALIBRATION. TESTED SEVERAL TIMES WITH NO FAULTS  9/6/2006  CAB SIGNALS BEEN CUT OUT, WILL START TO CYCLE GIVEN THE CAB SIGNALS WILL NOT GIVE A GOOD TO THE CAB SIGNALS WILL NOT GIVE A GOOD TO THE CAB SIGNALS WILL NOT GIVE A GOOD TO THE CAB SIGNALS WILL NOT GIVE A GOOD TO THE CAB SIGNALS WILL NOT GIVE A GOOD TO THE CAB SIGNAL SHAP TO THE CAB SIGNAL SHAP TO THE CAB SIGNAL SHAP TO THE
	e recalibrated. They . Performed60 day .ck good.  CAB SIGNALS ON  ULE AND .CCT OUT OF TED SEVERAL .ULTS  completed departure	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  PRESPOND. GGC/OMA  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR AND THE ATC WILL DROP TO RESTRICTIVE AND THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  DROPPED OUT AND WOULD NOT RESPOND, GCC/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CAB SIGNALS KEEP CYCLING ON THE CREWS TIMES NOW. GCC/OMA  CAB SIGNALS KEEP CYCLING ON THE CREWS TIMES NOW. GCC/OMA  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  DROPPED OUT AND WOULD NOT RESPOND. GCC/OMA  MX283S  NO DEFECTS FOUND  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  CAB SIGNALS RESPOND. NEED TO STOP AND THEN APPLICATION.  FOUND CAPPART OF CALIBRATION.  RESPOND. GCAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE CAB SIGNALS WILL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT  DROPPED OUT ON TO THE CAB SIGNALS WILL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT  DROPPED OUT OUT AND WILL TART TO CYCLE CAB SIGNALS WILL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT  DROPPED OUT ON THE COAST SUB. TRAIL UNTIL REPAIRED. CEL/OMA  DROPPED OUT OF CALIBRATION. TESTED SEVERAL TIMES WITH NO FAULTS  9/6/2006  CAB SIGNALS BEEN CUT OUT, WILL START TO CYCLE GIVEN THE CAB SIGNALS WILL NOT GIVE A GOOD TO THE CAB SIGNALS WILL NOT GIVE A GOOD TO THE CAB SIGNALS WILL NOT GIVE A GOOD TO THE CAB SIGNALS WILL NOT GIVE A GOOD TO THE CAB SIGNALS WILL NOT GIVE A GOOD TO THE CAB SIGNAL SHAP TO THE CAB SIGNAL SHAP TO THE CAB SIGNAL SHAP TO THE
CAB SIGNAL PROBLEMS DO NOT LISE	e recalibrated. They . Performed60 day .ck good.  CAB SIGNALS ON  ULE AND .CCT OUT OF TED SEVERAL .ULTS  completed departure	THE COUNCIL BLUFFS SUB. ACCOUNT THEY CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  WILL NOT RESPOND, NEED TO STOP AND DROPPH TE CIRCUIT BREAKER FOR AND THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS CAUSING PENALTY. AND CAB SIGNALS CAUSING PENALTY APPLICATION.  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR AND DROP HTE CIRCUIT BREAKER FOR AND THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  DEATH OF THE CAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE CAB SIGNALS WILL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT MILEPOST  DROPPED OUT AND WOULD NOT RESPOND, GGC/OMA MX283S  NO DEFECTS FOUND MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATION. 8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION. 8/2/2006  CAB SIGNALS MILE NOT GESTRICTIVE, UT OUT AT 723.8 ON THE LARAMIE SUB. GGC/OMA NZ005  SW/B/2006  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  MX283S  NO DEFECTS FOUND 8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION. 8/12/2006  CAB SIGNALS RE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE dispo to hinkle.  OX591  TIMES WITH NO FAULTS  9/6/2006  CALIBRATION. TESTED SEVERAL MILEPOST  MX284S  TIMES WITH NO FAULTS  9/6/2006  RECallibrated ccs and completed departure test. all checks ok.  8/11/2006
8/8/2006 22:39 UP 6868 GSTEFT 06 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND CAB SIGNAL PROBLEMS. DO NOT USE AS A LEADER. MILE POST 22 ON THE CLINTON SUB. CEL/OMA KP643C calibrated and ccs tested fine!	e recalibrated. They . Performed60 day . Perform	THE COUNCIL BLUFFS SUB. ACCOUNT THEY CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR AND THE ATC WILL DROP TO RESTRICTIVE AND THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THE MAND DROPPING TO RESTRICTIVE, CUT OUT AT 723.8 ON THE LARAMIE NOW CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  WHON THE CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  DROPPED OUT AND WOULD NOT USE AS A LEADER. MILE POST 22 ON THE CAB SIGNALS ON OUT USE AS A LEADER. MILE POST 22 ON THE CLINTON SUB. CEL/OMA  DROPPED OUT AND WAX283S  NO DEFECTS FOUND  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION. 8/12/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION. 8/12/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION. 8/12/2006  CAB SIGNALS REEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS REEP CYCLING ON THE CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT UNTIL REPAIRED. CEL/OMA  WILL NOT RESPOND, REED TO STOP ADD REPARTIVE TESTED. NO PENALTY APPLICATION. B/12/2006  B/8/2006  CAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE  GENERAL BRATED ACCT OUT OF CALBRATION. TESTED SEVERAL TIMES WITH NO FAULTS  9/6/2006  DEPARTURE TEST. CUTOUT NOW AT MILEPOST  CAB SIGNALS PROBLEMS. DO NOT USE AS A LEADER. MILE POST 22 ON THE CLINTON SUB. CEL/OMA  KP643C  Calibrated and cos tested fine!  8/27/2006
8/8/2006 22:39 UP 6868 GSTEFT 06 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND AS A LEADER. MILE POST 22 ON THE CLINTON SUB. CEL/OMA KP643C calibrated and ccs tested fine!  39.5 AT FREMONT NEBRAKA. TRAIL	e recalibrated. They . Performed60 day . Perform	THE COUNCIL BLUFFS SUB. ACCOUNT RESPOND. GGC/OMA  DROPPED OUT AND WOULD NOT RESPOND. MX283S  NO DEFECTS FOUND  8/2/2006  ABSIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST CO242 ON THE CAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE CAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE CAB SIGNAL PROBLEMS. DO NOT USE AS A LEADER. MILE POST 22 ON THE  CAB SIGNAL PROBLEMS. DO NOT USE AS A LEADER. MILE POST 22 ON THE  CLINTON SUB. CEL/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  FOUND THE CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  FOUND THE CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  FOUND THE CAB SIGNALS AND FENALTY APPLICATION.  8/12/2006  CAB SIGNALS WITH CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  CAB SIGNALS WITH CAB SIGNALS ON AND THE LEARAMIE SUB. GGC/OMA  NZ005  TESTED OK WITH CAB SIGNALS ON AND OFF RESET DDSP MODULE AND RESET DDSP MODUL
8/8/2006 22:39 UP 6868 GSTEFT 06 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND AS A LEADER. MILE POST 22 ON THE CLINTON SUB. CEL/OMA KP643C calibrated and ccs tested fine!  39.5 AT FREMONT NEBRAKA. TRAIL ONLY IN CAB SIGNAL TERRITORY.	e recalibrated. They Performed60 day lock good.  CAB SIGNALS ON  ULE AND CCT OUT OF TED SEVERAL ULTS  completed departure  sted fine!	THE COUNCIL BLUFFS SUB. ACCOUNT RESPOND. GGC/OMA  AND DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  8/2/2006  AND DEFECTS FOUND  8/2/2006  8/2/2006  AND DEFECTS FOUND  8/2/2006  AND DEFECTS FOUND  8/2/2006  AND THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CREW'S TIMES NOW. GGC/OMA  THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  AND CAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE dispoto hinkle.  CAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE dispoto hinkle.  CAB SIGNAL PROBLEMS. DO NOT USE AS A LEADER. MILE POST 22 ON THE  CAB SIGNAL PROBLEMS. DO NOT USE AS A LEADER. MILE POST 22 ON THE  CLINTON SUB. CEL/OMA  CAB SIGNAL PROBLEMS. DO NOT USE AS A LEADER. MILE POST 22 ON THE  CLINTON SUB. CEL/OMA  KP643  KP643  KP643  CAB SIGNAL SCESTED NO PENALTY APPLICATION.  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  Found CPD decorder card b/o, replaced card and completed 60 days cab signal test ok.  8/6/2006  CAB SIGNALS KEEP CYCLING ON THE LARAMIE SUB. SIGNAL SON THE CAB SIG
8/8/2006 22:39 UP 6868 GSTEFT 06 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND AS A LEADER. MILE POST 22 ON THE CLINTON SUB. CEL/OMA KP643C calibrated and ccs tested fine!  39.5 AT FREMONT NEBRAKA. TRAIL ONLY IN CAB SIGNAL TERRITORY. CAB SIGNALS NOT ALLOWING PC TO CEL/OMA21:05CST. NOW THE REPLACED PRG301, INSPECT	er recalibrated. They Performed60 day Reck good.  CAB SIGNALS ON  ULE AND CCT OUT OF TED SEVERAL ULTS  completed departure  sted fine!  1, INSPECTED &	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  ABSIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  ABOUT30 SECONDS AND THE LARAMIE SUB. GGC/OMA  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  THE CAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE CAB SIGNALS WILL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT MILEPOST  CAB SIGNAL PROBLEMS. DO NOT USE AS A LEADER. MILE POST 22 ON THE  CAB SIGNALS NOT ALLOWING PC TO  CELOMA SIGNAL TERRITORY. CELOMA THE CAB SIGNAL SOT INSPECTED &  CELOMA THE CAB SIGNAL SOT INSPECTED &  REPLACED PRG301, INSPECTED &  CELOMA THE CAB SIGNAL SOT INSPECTED &  REPLACED PRG301, INSPECTED &  REPLACED PRG301, INSPECTED &
8/8/2006 22:39 UP 6868 GSTEFT 06 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND AS A LEADER. MILE POST 22 ON THE CLINTON SUB. CEL/OMA KP643C calibrated and ccs tested fine!  39.5 AT FREMONT NEBRAKA. TRAIL ONLY IN CAB SIGNAL TERRITORY. CAB SIGNALS NOT ALLOWING PC TO REPETETIVE FALSE TRIP / MODULE RECOVER. HAD TO CUTOUT AT COMPUTER SYSTEM QUIT ACCOUNT OF WEAK BATTERIES. CEL/OMA NX284S FOUND. LOAD TESTED OKAY.	er recalibrated. They Performed60 day Sck good.  CAB SIGNALS ON  ULE AND SCT OUT OF TED SEVERAL ULTS  completed departure  sted fine!  1, INSPECTED & NO DEFECTS	THE COUNCIL BLUFFS SUB. ACCOUNT THEY CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS CAUSING PENALTY. ABSOLUTE  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL COME BACK. HAS DROPPED OUT ON THE CREWS TIMES NOW. GGC/OMA THE CAB SIGNALS KEEP CYCLING ON THE CREWS TIMES NOW. GGC/OMA THE MAND DROPPING TO RESTRICTIVE, NOW CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  WHEN RUNNING ON A CLEAR SIGNAL THE CAB SIGNALS KEEP CYCLING ON THE CREWS TIMES NOW. GGC/OMA NZ005  CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  WHEN RUNNING ON A CLEAR SIGNAL THE CAB SIGNALS REP CYCLING ON THE CREWS TIMES NOW. GGC/OMA THE CREWS TIMES NOW. GGC/OMA NZ005  TESTED OK WITH CAB SIGNALS ON AND OFF TESTED OK WITH CAB SIGNALS ON AND OFF RESPOND. NEED TO TO CALIBRATION. TESTED SEVERAL TIMES WITH NO FAULTS  OKAS SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE GISPO TO TIMES WITH NO FAULTS  OKAS SIGNALS ROULL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT MILEPOST  CAB SIGNAL PROBLEMS. DO NOT USE AS A LEADER. MILE POST 22 ON THE  CAB SIGNAL PROBLEMS. DO NOT USE AS A LEADER. MILE POST 22 ON THE  CAB SIGNAL SNILL NOT GIVE A GOOD ONLY IN CAB SIGNAL TERRITORY. CAB SIGNALS NOT ALLOWING PC TO CALBRATION TESTED SEVERAL TOWN THE REPARAL TRAIL ONLY IN CAB SIGNAL TERRITORY. CELOMA21:05CST. NOW THE CELOMA21:05CST. NOW THE CELOMA21:05CST. NOW THE CELOMA21:05CST. NOW THE TESTED COS WITH NO BEAUCT.  RESPOND THE SETED COS WITH NO BEAUCT.  BY 15/2006  RESPOND THE SETED CAS WITH NO BEAUCT.  RESPOND THE SETED COS WITH NO BEAUCT.  RESPOND THE SETED COS WITH NO BEAUCT.  RESPOND THE SETED COS WITH NO BEAUCT
8/8/2006 22:39 UP 6868 GSTEFT 06 910 CAB SIGNAL EQUIPMENT 9900 NO DEFECTS FOUND AS A LEADER. MILE POST 22 ON THE CLINTON SUB. CEL/OMA KP643C calibrated and ccs tested fine!  39.5 AT FREMONT NEBRAKA. TRAIL ONLY IN CAB SIGNAL TERRITORY. CAB SIGNALS NOT ALLOWING PC TO REPETETIVE FALSE TRIP / 8/12/2006 19:35 UP 5161 QNPSKP 12 915 CYCLING 5504 CARD/MICROPROCESSOR MILE POST 22 ON THE CLINTON SUB. CEL/OMA KP643C calibrated and ccs tested fine!  4 DONLY IN CAB SIGNAL TERRITORY. CAB SIGNALS NOT ALLOWING PC TO RECOVER. HAD TO CUTOUT AT COMPUTER SYSTEM QUIT ACCOUNT OF TESTED CCS WITH NO DEFECT OF THE LEADS ON THE #1 THE FIRE EXTINGUISHED & THE UNIT	e recalibrated. They . Performed60 day . Performed60 day . Recalibrated. They . Performed60 day . Recalibrated. They . Performed60 day . Recalibrated.  CAB SIGNALS ON  ULE AND . RECALIBRATED SEVERAL . ULTS . Completed departure  sted fine!  1, INSPECTED & . NO DEFECTS . TED OKAY.	THE COUNCIL BLUFFS SUB. ACCOUNT THEY CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  WHEN RUNNING ON A CLEAR SIGNAL THE ATC WILL DROP TO RESTRICTIVE AND THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS CAUSING PENALTY. ABSOLUTE  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL AND THE ATC WILL DROP TO RESTRICTIVE AND THE AND DROPPING TO RESTRICTIVE, ONE BACK. HAS DROPPED OUT ON THE CREWS TIMES NOW. GGC/OMA THE CAB SIGNALS KEEP CYCLING ON THE CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST  THE CAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE CAB SIGNALS WILL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT MILEPOST  CAB SIGNALS NOT ALLOWING PC TO RECOVER. HAD TO CUTOUT AT OR MILEPOST  CAB SIGNALS NOT ALLOWING PC TO RECOVER. HAD TO CUTOUT AT OR MILEPOST THE LEADS ON THE #1  THE CABD SIGNALS NOT ALLOWING PC TO RECOVER. HAD TO CUTOUT AT WEARA BATTERE SCLIOMA  NX284S  NO DEFECTS FOUND AX284S  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  APPLICATION.  AND DEFECTS FOUND  8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  B/12/2006  B/12/2006  B/12/2006  B/12/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  B/12/2006
8/1/2006 13:55 UP 6216 MCBKC 01 REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	NI Y	THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE.
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	ONLY INC	THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE.  CAB SIGNAL EQUIPMENT TAGED
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	YINC	THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE. CAB SIGNAL EQUIPMENT TAGED
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE ALIDIRI E INDICATOR FOR THE CAR TAKE THE AIR WITHOUT NOTICE CAR SIGNAL FOLLOWENT TAGED
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDID E INDIGATOR FOR THE OAR TAKE THE AIR WITHOUT NOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE WINDLE WINDLEST FOR THE OLD THE AIR WITHOUT NOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE ALIDIRI E INDICATOR FOR THE CAR TAKE THE AIR WITHOUT NOTICE CAR SIGNAL FOLLOWENT TAGED
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  REPETETIVE FALSE TRIP / PPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE CAB SIGNAL FOLLIPMENT TAGED
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  REPETETIVE FALSE TRIP / PPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE.
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	YINC	THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE. CAB SIGNAL EQUIPMENT TAGED
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	YINC	THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE. CAB SIGNAL EQUIPMENT TAGED
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	ONLY INC	THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE. CAB SIGNAL EQUIPMENT TAGED
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	Y INC	THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE. CAB SIGNAL EQUIPMENT TAGED
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	YINC	THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE. CAB SIGNAL EQUIPMENT TAGED
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	YINC	THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE. CAB SIGNAL EQUIPMENT TAGED
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE.
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDIR E INDICATOR FOR THE CAR TAKE THE AIR WITHOUT NOTICE CAR SIGNAL FOLLIRMENT TAGED
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDID E INDICATOR FOR THE OAR TAKE THE AIR WITHOUT NOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDID E INDICATOR FOR THE OAR TAKE THE AIR MITHOUT NOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDIDIC INDICATOR FOR THE CAR TAKE THE AIR MITHOUT NOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDIDIC INDICATOR FOR THE CAR TAKE THE AIR WITHOUT NOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDID E INDIGATOR FOR THE OAR THE AIR WITHOUT NOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDID E INDICATOR FOR THE CAR TAKE THE AUDIT HOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDIDLE INDICATOR FOR THE OAD TAKE THE AID WITHOUT NOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDID E INDICATOR FOR THE CAR TAKE THE AIR MATHOUT MOTION
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDID E INDICATOR FOR THE CAR TAKE THE AIR WITHOUT NOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDID E INDICATOR FOR THE CAR TAKE THE AIR WITHOUT NOTICE
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDIR E INDICATOR FOR THE CAR TAKE THE AIR WITHOUT NOTICE CAR SIGNAL FOLLOWENT TACES
7/31/2006 7:58 UP 5283 QNPSKP 31 910 CAB SIGNAL EQUIPMENT 5408 AUDIBLE INDICATOR SIGNALS DOES NOT WORK AND WILL GGC/OMA JH404D B/O.UNIT IN TRAIL ONLY  CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		THE AUDIBLE INDICATOR FOR THE CAB TAKE THE AIR WITHOUT NOTICE.
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	')NI Y	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY REPORT THEY REPETETIVE FALSE TRIP / PAPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	/··	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	/ · · · · · ·	SIGNALS DOES NOT WORK AND WILL   GGC/OMA   JH404D   B/O.UNIT IN TRAIL ONLY 8/10/2006
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	/··	SIGNALS DOES NOT WORK AND WILL   GGC/OMA   JH404D   B/O.UNIT IN TRAIL ONLY   8/10/2006
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	JINI Y	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	ONLY	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	/ · · · · · ·	SIGNALS DOES NOT WORK AND WILL   GGC/OMA   JH404D   B/O.UNIT IN TRAIL ONLY 8/10/2006
8/1/2006 13:55 UP 6216 MCBKC 01 915 CYCLING 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
8/1/2006 13:55 UP 6216 MCBKC 01 915 CYCLING 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
8/1/2006 13:55 UP 6216 MCBKC 01 915 CYCLING 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
8/1/2006 13:55 UP 6216 MCBKC 01 915 CYCLING 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		N. AD OUTDAY OF THE CHILL ALL MIC DO / CIN. I
8/1/2006 13:55 UP 6216 MCBKC 01 915 CYCLING 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		ICAR SIGNALS CLIT OUT AT MP 68 7 ON I
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	<del></del>	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	··	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	··-·	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	···	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	z = 1	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	YINC	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	UNI Y	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	JINI Y	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	JINI Y	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	JINI Y	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	JINI Y	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	TINEY	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	AINL I	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
8/1/2006 13:55 UP 6216 MCBKC 01 REPETETIVE FALSE TRIP / 915 CYCLING 9900 NO DEFECTS FOUND THEY REPETETIVE FALSE TRIP / PAPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	J.,	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY APPLICATIONS. CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY REPETETIVE FALSE TRIP / PAPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	<u></u>	
REPETETIVE FALSE TRIP / 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	<del></del>	
REPETETIVE FALSE TRIP / 915 CYCLING 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		ICAB SIGNALS CHEOLIL AT MP 68.7 ON T
8/1/2006 13:55 UP 6216 MCBKC 01 915 CYCLING 9900 NO DEFECTS FOUND THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		OND GIGHNED OUT OUT AT IVIT OUT ON
CAB SIGNALS CAUSING PENALTY REPETETIVE FALSE TRIP / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE		
REPETETIVE FALSE TRIP / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	טוי	THE COUNCIL BLUFFS SUB. ACCOUNT DROPPED OUT AND WOULD NOT
REPETETIVE FALSE TRIP / APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PE	1	THE COUNCIL BLUFFS SUB. ACCOUNT DROPPED OUT AND WOULD NOT THEY DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA MX283S NO DEFECTS FOUND 8/2/2006
	ED. NO PENALTY	THE COUNCIL BLUFFS SUB. ACCOUNT DROPPED OUT AND WOULD NOT THEY RESPOND. GGC/OMA MX283S NO DEFECTS FOUND 8/2/2006  CAB SIGNALS CAUSING PENALTY
	1	THE COUNCIL BLUFFS SUB. ACCOUNT THEY DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA MX283S NO DEFECTS FOUND 8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PENALTY
	l	THE COUNCIL BLUFFS SUB. ACCOUNT THEY DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA MX283S NO DEFECTS FOUND 8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND BLOCK ESTABLISHED. MILEPOST CO242 CAB SIGNALS TESTED. NO PENALTY
WILL NOT RESPOND. NEED TO STOP	I	THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006
WHEN RUNNING ON A CLEAR SIGNAL AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL Found CPD decorder card b/o, re		THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  8/2/2006  ABSOLUTE  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  APPLICATIONS. CUTOUT NOW AND ON THE COAST SUB. CEL/OMA  JP016S  APPLICATION.  8/12/2006
		THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  DROPPED OUT AND WOULD NOT MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006
THE ATC WILL DROP TO RESTRICTIVE COME BACK. HAS DROPPED OUT ON card and completed 60 days cab		THE COUNCIL BLUFFS SUB. ACCOUNT THEY  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  CAB SIGNALS TESTED. NO PENALTY APPLICATION.  8/12/2006  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR
		THE COUNCIL BLUFFS SUB. ACCOUNT THEY  DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA  MX283S  NO DEFECTS FOUND  8/2/2006  CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE  BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA  WILL NOT RESPOND, NEED TO STOP AND DROP HTE CIRCUIT BREAKER FOR ABOUT30 SECONDS AND THEN IT WILL  Found CPD decorder card b/o, replaced

								REPAIRED CABINET HOLDING THE	
								MODULES TO THE FRAME INSIDE CCS	
					SUSPECT CAB SIGNALS CAUSING			BOX, TEESTED THE CCS WITH FULL	
		REPETETIVE FALSE TRIP /			PENALTY APPLICATIONS. CUTOUT NOW			45 DAY CCS AFTER REPAIR NO	
8/13/2006 23:27 UP	4167 ZKCPD 09	915 CYCLING	5420	HARMON ULTRA-CAB	AT	CEL/OMA	OX591	DEFECTS FOUND	8/20/2006
								NO DEFECT FOUND; FULL CAB	
		REPETETIVE FALSE TRIP /			CAB SIGNALS CUT OUT AT MP 14 ON	CAUSING UNWANTED PENALTIES.		SIGNAL TEST PERFORMED AND	
8/18/2006 9:50 UP	7233 CWINA 14	915 CYCLING	9900	NO DEFECTS FOUND	S.MORRILL SUB FOR GOING DARK AND	BTD/OMA	NP162D	PASSED	11/19/2006
						THEY ARE CUTOUT NOW AND			
						ABSOLUTE BLOCK ESTABLISHED.			
					CAB SIGNALS WERE GIVING FALSE	MILEPOST 498ON THE CHEROKEE SUB.			
		REPETETIVE FALSE TRIP /			TRIPS AND WOULD NOT ALLOW AN	DO NOT USE AS A LEADER AGAIN UNTIL		CCS worked by DS Titus, unknown what	
8/19/2006 18:45 UP	6662 GLISCC 14	915 CYCLING	5406	RECEIVER BARS	ACKNOWLEDGE.	REPAIRED.CEL/OMA	NX284C	repairs were made	10/16/2006
0/13/2000 10:43 01	0002 01000 14	STOCTOLING	0400	REGEIVER BAIRO	CUT OUT THE CAB SIGNALS AT MP	ICEI / III CEB. OCEI/OW/	147/2040	repairs were made	10/10/2000
					144.6 EAST BOUND ON THE COUNCIL	SUB ACCOUNT THE AUDIBLE		out ago in doily departure test done no	
8/20/2006 17:10 UP	5199 ILBCH 17	910 CAB SIGNAL EQUIPMENT	0000	NO DEFECTS FOUND	BLUFFS	INDICATOR QUIT WORKING, GGC/OMA	ZA018	cut ccs in daily departure test done.no defects	9/10/2006
8/20/2006 17:10 UP	5199 ILBON 17	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND		INDICATOR QUIT WORKING, GGC/OMA	ZAUIS	delects	9/10/2006
		DEDETET!! (F. F.) OF TOIR (			CAB SIGNALS WOULD NOT				
		REPETETIVE FALSE TRIP /			CORRESPOND. NOW CUTOUT AT				
8/21/2006 3:38 UP	3916 KMNOA 18	915 CYCLING	5412	CUT OUT SWITCH	MILEPOST 916 ON	THE EVANSTON SUB. CEL/OMA	PX950	referr to referral maintenance	8/23/2006
						INDICATIONS. THE AUDIBLE INDICATOR			
						IS NOT WORKING AT ALL. NOW	1	inspected and tested ccs is working here	1
		AUDIBLE INDICATOR		DEFECTIVE BALL VICE ON OBT	THE CAB SIGNALS KEEP PUTTING THEM	HAVECUT OUT AT MP 32.5 ON THE	1	at commerce//loadtested hp4230 man -1.2	1
8/21/2006 6:48 UP	5511 KPDG1 18	913 DEFECTIVE	5910	BRA	INTO A PENALTY WITHOUT ANY	POCATELLO SUB. GGC/OMA	CX809	ma2536 oil run 8 90 water temp195	8/31/2006
					REPORTED CAB SIGNALS CUTOUT		1	·	
		CCS DOES NOT FUNCTION			ACCOUNT CONTINUOUS RED SIGNAL,		1	C/O RIGHT RECEIVER BAR AND	1
8/23/2006 12:25 UP	6732 GSEIEX 22	911 AT ALL	5406	RECEIVER BARS	CUTOUT.	RLD/OMA	NX284C	TESTED OK	8/28/2006
0/20/2000 12:20 01	0702 COLIEX 22	STIMINEE	0400	REGEIVER BAIRO	001001.	TCED/OW/C	147/2040	TEGTED GIV	0/20/2000
							1	rf for b/o air compressorchanged high	1
							1		1
					DEDODTED AID COMPDESSOR DAD		1	stage head, air compressor nowpumps ok,	1
0/00/0000 / / / 0/15			4=00		REPORTED AIR COMPRESSOR BAD	5, 5,0,4		maintains air pressure, ob and It good	0/0/000
8/23/2006 14:12 UP	6321 CMMAD 23	20 AIR COMPRESSOR	1706	HEAD	ORDER PER DISPATCHER.	RLD/OMA	NZ021	(parise/wilson)geverified repairs	9/3/2006
_,_,_		CCS DOES NOT FUNCTION			REPORTED ATC WENT DARK, MP231,			ddsp module was bad replaced and tested	
8/23/2006 17:15 UP	5133 WCRMKR 23	911 AT ALL	5420	HARMON ULTRA-CAB	BOONE SUBDIVISION, CUTOUT.	RLD/OMA	X 344D	ok,ccs,atc good	10/6/2006
						ASPECT. CUTOUT NOW AND ABSOLUTE	2		
					CAB SIGNALS WERE GIVING A HIGH	BLOCK ESTABLISHED AT MILEPOST			
		REPETETIVE FALSE TRIP /			SPEED WHISTLE AT 38 MPH DURING A	300N THE GENEVA SUB. TRAIL ONLY IN	i		
8/24/2006 21:33 UP	4563 QPRNP 24	915 CYCLING	5410	WIRING	CLEAR	CAB SIGNAL TERRITORY, CEL/OMA	LS372S	trail only	9/7/2006
0/2 1/2000 21:00 O1	1000 Q11111 21	01001021110	0110	· · · · · · · · · · · · · · · · · · ·	CAB SIGNALS DROPPED OUT AND	O/ID CICIT/IE TERRITORY: CEE/CW/	100,120	trail orny	0/1/2000
		CCS DOES NOT FUNCTION			NEVER CAME BACK ON AT MILEPOST	THE MORRILL SUB. ABSOLUTE BLOCK			
8/27/2006 1:32 UP	6736 COVAT9 17	911 AT ALL	0000	NO DEFECTS FOUND	56.8 ON	ESTABLISHED. CEL/OMA	NX284C	NDF	9/5/2006
6/21/2006 1.32 UP	6730 COVAT9 17	911 AT ALL	9900	NO DEFECTS FOUND		ESTABLISHED. CEL/OWA	NAZ04C	INDF	9/3/2006
		DEDETETIVE EALOR TOUR			THE ATC/CAB SIGNALS KEEP				
0/00/0000 40 00/45		REPETETIVE FALSE TRIP /		OT ITS	DROPPING OUT AND CYCLING ON	CUT OUT THE CAB SIGNALS AT MP 45.5			0/0/000
8/30/2006 12:28 UP	7133 CDYBT 28	915 CYCLING	16/5	OTHER	THEM, NOW HAVE	ON THE CLINTON SUB.	NX284C	Unable to duplicate - tested OK )CAR(	9/2/2006
					HAVE CUT OUT THE CAB SIGNALS	WORKING AND THEY WILL DROP OUT			
		AUDIBLE INDICATOR			ACCOUNT THE AUDIBLE INDICATOR IS	WITHOUT NOTICE. CUT OUT AT MP		replaced aduo/b load test goodccs	
8/30/2006 13:20 UP	5283 ZLADV 29	913 DEFECTIVE	5408	AUDIBLE INDICATOR	NOT	989.20N THESALT LAKE SUB. GGC/OMA	RV323	tested good at this time.	9/6/2006
					HAVE CUT OUT THE CAB SIGNALS AT		T		
					MP 683 ON THE LARAMIE SUB. WOULD	CHANGE FROM THE RESTRICTIVE	1		1
8/30/2006 14:10 UP	4522 MNPRO 28	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	NOT	MODE. GGC/OMA	UP002	ccs tested ok	9/1/2006
			5550				1	RF cab signals dropped out and didn't	5,2000
								come back. Re-calibrated the ATC and	ĺ
					CAB SIGNALS DROPPED OUT AND DID	KEARNEY SUB AT MILEPOST 182. TRAIL	1	CCS and the wheel size. Performed 45	1
		REPETETIVE FALSE TRIP /			NOT COME BACK ON. CUTOUT NOW ON		1	day. Outbound bound and departuretest	1
8/31/2006 5:21 UP	5205 ILBG2 28	915 CYCLING	E 111	AXLE DRIVE	THE		NZ021		0/2/2006
0/31/2000 5:21 0P	J2U3 ILDG2 20	310 CLOFING	5411	AALE DRIVE	IIIL	UNTILREPAIRED. CEL/OMA	INZUZI	was good.	9/2/2006
						TESTED OKAY BUT STAYED IN THE	1		1
						RESTRICTED MODE AFTER PASSING 2	1		1
					HAVE CUT OUT THE CAB SIGNALS AT	BLOCKINDICATIONS. GGC/OMA ccs is			ĺ
9/1/2006 15:30 UP	4419 ZSCKC 01	910 CAB SIGNAL EQUIPMENT	5409	TIMER	MP 989.5 ON THE EVANSTON SUB. THE	b/o trailing	TP250	c/o ddsp module. tested ok	9/5/2006
1 -		CCS DOES NOT FUNCTION			THE CAB SIGNALS WILL NOT PICK UP			CCS TESTED O.K./NO DEFECTS	<u> </u>
9/6/2006 8:43 UP	3089 MCBGI 06	911 AT ALL	9900	NO DEFECTS FOUND	ON GREEN ASPECT. BTD/OMA		NX147	FOUNDPLM/GDI	9/7/2006
					REPORTED CAB SIGNALS B/O. LOGIC		T		
		CCS DOES NOT FUNCTION			BOX APPEARS TO HAVE BEEN	WITH. TRAIL ONLY. CEL/OMACCS	1	CCS TESTED O.K./NO DEFECTS	1
9/6/2006 12:15 UP	9131 GSEGTH 30	911 AT ALL	9900	NO DEFECTS FOUND	TAMPERED	TESTED O.K. NO DEFECTS FOUND	NX147	FOUNDPLM/GDI	9/7/2006
5,5,2555 12.10 51	5.5. 552555		3330				1		3,1,2300
						COME BACK ON AT ALL. CUTOUT NOW	1		1
					CAB SIGNALS WOULD DROP OUT	AT MILEPOST 85 ON THE COLUMBUS			ĺ
		PEDETETIVE EALOR TOID /					1		1
1 1	9131 MGICB 07	REPETETIVE FALSE TRIP / 915 CYCLING	2000	NO DEFECTO FOLING	EVERY TIME PASSING A BLOCK. NOW	SUB.TRAILIN CAB SIGNAL TERRITORY	NIVOCA	and displaying foult	0/0/000
0/7/0000 10 00 115	. G1271 N/(21/12 D7 1	U1511:VET IN[[-]		NO DEFECTS FOUND	IWILL NOT	UNTIL REPAIRED. CEL/OMA	NX001	could not induce fault	9/8/2006
9/7/2006 12:28 UP	9131 WGICD 07	915 010LIN0	9900	52. 20.0. 00.15		LUCIUS NOT COME TO COME		INTRODUCT DEFENDENCE CONTROL CONTROL	
9/7/2006 12:28 UP	9131 MGICE 07	913 OTOLING	9900			WOULD NOT COME BACK UP, NOW		UNKNOWN DEFECT. NO PARTS IN	
					THE CAB SIGNALS HAVE DROPPED OUT	HAVE CUT OUT AT MP 455 ON THE		STOCK TO REPAIR OR REPLACE.	
9/7/2006 12:28 UP 9/8/2006 0:20 UP	4443 ZKCPD 06	910 CAB SIGNAL EQUIPMENT		CUT OUT SWITCH	THE CAB SIGNALS HAVE DROPPED OUT 3 TIMES NOW AND THE LAST TIME THEY	HAVE CUT OUT AT MP 455 ON THE	OP500S		9/11/2006

					LATE REPORT, NO CALL TO RF DESK,	AND TRIPPED LOW OIL PRESSURE			
		TRIPPED LOW OIL DEVICE			DISPATCHER REPORTS THE UNIT SHUT				
9/9/2006 19:16 GTW	5956 ZDTMX 09	111 ONLY	9600	FAILURE DELIVERED OFFLINE	DOWN LEVEL-C IMPACT DETECTED ON L4	NOTIFIED BYFAX. 1916CST-PMR/OMA	AX494	FAILURE DELIVERED OFFLINE TO TFM	9/11/2006
		LARGE FLAT SPOTS-SET			WHEEL, DISPATCHER OK'D 30-MPH MAX				
9/10/2006 20:27 UP	6418 MKSNP 09	511 OUT/SPEED RES.	6902	FLAT SPOTS	TO	NORTH PLATTE. 2027CST-PMR/OMA	NX284C	CHANGED OUT #4 TM.	9/11/2006
								PERFORMED 45 DAY CCS AS	
		COO DOES NOT FUNCTION			CCS CUT OUT IN ROUTE FOR NOT	EITHER WORKER FINE OUT OUT KOM		REQUIRED.NEEDED CALIBRATION	
9/11/2006 8:50 UP	4677 KMNOA 10	CCS DOES NOT FUNCTION 911 AT ALL	5/21	CPU MODULE	PICKING UP, WILL NOT PASS THE SELF	BTD/OMA	OX591	AND TESTED OK. PASSED ALL SELF TESTS	9/26/2006
9/11/2000 8.30 OF	4077 RIVINOA 10	STIATALL	3431	CFO MODULE	CAB SIGNALS KEEP DROPPING OUT	417 ON THE NAMPA SUB. TRAIL IN CAB	07391	INSP. & TESTED CAB SIGNAL. ALL	3/20/2000
		REPETETIVE FALSE TRIP /			CAUSING PENALTIES. CUTOUT NOW AT			VALUES WITHIN RANGE. ALL TESTS	
9/11/2006 9:17 UP	5515 MNPHK 08	915 CYCLING	5412	CUT OUT SWITCH	MILEPOST	REPAIRED.CEL/OMA	OX591	PASSED.	9/13/2006
					HAVE CUT OUT THE ATC AT MP321.6 ON				
9/11/2006 22:10 UP	9690 MNPBY 11	910 CAB SIGNAL EQUIPMENT	5/12	CUT OUT SWITCH	THE BOONE SUB ACCOUNT WOULD NOT	RESPOND. GGC/OMA TRAIL UNTILL ATC IS REPAIRED.	NZ021S	DISPO TO NP	9/20/2006
3/11/2000 22.10 01	3030 WIN DT 11	310 CAD GIONAL EQUIT MENT	3412	COT GOT SWITCH	CAB SIGNALS GOING DARK. NOW	IO KEI AIKED.	1420210	DIGI O TO NI	3/20/2000
		REPETETIVE FALSE TRIP /			CUTOUT AT MILEPOST 807 ON THE	TRAIL IN CAB SIGNAL TERRITORY UNTIL			
9/12/2006 13:05 UP	5481 ZSCCS 12	915 CYCLING	5408	AUDIBLE INDICATOR	RAWLINS SUB.	REPAIRED. CEL/OMA	NZ005	wiring was loose,retighted and tested ok	9/16/2006
					THE ATOLUGULOREED WILLIOTHE IS SET	OUT AND CREW IS RUNNING ABSOLUTE			
9/12/2006 15:40 UP	9791 MSSNP 11	910 CAB SIGNAL EQUIPMENT	5408	AUDIBLE INDICATOR	THE ATC HIGH SPEED WHISTLE IS SET AT 6 MPH AND THE ATC IS NOW CUT	BLOCK, DO NOT USE AS A LEADERUNTIL REPAIRED. BTD/OMA	NX284S	RECALIBRATED CCS	9/13/2006
3/12/2000 13.40 UF	STOTE MISSISTED TO	STOOMS SIGNAL EQUIFIVIENT	J <del>4</del> 00	AUDIDLE INDICATOR	AT O WILL ATO IS NOW COT	ESTABLISHED AT MILEPOST 84 ON THE		INCONCIDINATED GGG	3/13/2000
					CAB SIGNAL RESTRICTIVE ASPECT	PORTLAND SUB. TRAIL IN CAB			
				MODULE	LIGHT IS BURNT OUT. ABSOLUTE	SIGNALTERRITORY UNTIL REPAIRED.			
9/13/2006 6:19 UP	9206 UGLSE 12	912 ASPECT OUT	5504	CARD/MICROPROCESSOR	BLOCK	CEL/OMA	NX284S	replaced aspect unit tested ok	9/22/2006
						AND UNWANTED PENALTIES. BTD/OMA UPDATE 9/14/06 1050CST CREW			
					CAB SIGNALS WERE CUT OUT AT	REPORTEDTHAT THE ATC HAS NO			
		REPETETIVE FALSE TRIP /			MP175 ON THE KEARNEY SUB FOR	AUDIBLE ALSO. NEED TO TRAIL ONLY			
9/13/2006 11:20 UP	4269 QNPSKP 13	915 CYCLING	5408	AUDIBLE INDICATOR	FALSE CYCLING	UNTIL REPAIRED.LJE/OMA	WX683	unit is in trailing position, defer to shop	9/22/2006
					UNIT HAS NO AUDIBLE SOUND OUT OF			C/O ADU ACCT NO AUDIBLE. AFTER	
9/13/2006 16:00 UP	8355 KLAG1 09	AUDIBLE INDICATOR 913 DEFECTIVE	5409	AUDIBLE INDICATOR	THE CAB SIGNALS WAS WRITTEN UP TWO	DAYS PRIOR TO ARIVAL AT NOP THEN RAN THROUGH. BTD/OMA	OX591	REPAIRS TESTED SEVERAL TIMES WITH NO DEFECTS	10/3/2006
9/13/2006 16.00/07	6333 KLAGT 09	913 DEFECTIVE	3406	AUDIBLE INDICATOR	DISPATCHER REPORTS THE ENGINE	RAIN THROUGH. BTD/OWA	07991	WITH NO DEFECTS	10/3/2006
		FUEL LEAK ON ENGINE PIPI			HAS BEEN SHUTDOWN ACCOUNT OF A	LEAK AT L6 CYLINDER. UNIT IS NOW		replaced injector line and tightened	
9/15/2006 22:33 UP	7240 CBRCSH 12	232 NG/HOSE	3503	FUEL LINES	FUEL	DIC. 2233CST-PMR/OMA	KP187	injector.	9/17/2006
						AT THIS TIME OTHER THAN WORN			
		BRAKE SHOE MISSING/WORN			BRAKE SHOES ARE WORN, OCCSSIONALLY STICKING. CREW	SHOES. ADVISED TO CUTOUT BRAKES AND REPORTIF AIR BRAKE PROBLEM		FOUND ISSUES WITH AIR BRAKES OR	
9/17/2006 7:36 SP	239 CIMSB9 15	521 OUT/BURNT	9900	NO DEFECTS FOUND	REPORTS NO PROBLEMS	PERSISTS. CEL/OMA	NX284Y	SHOES.	9/28/2006
0,11,2000110001	233 0023 13	32. 00.720.001	0000		NE. OTTO NO. I TODELING			TESTED CCS ON DOCK BOTH	0/20/2000
					CAB SIGNALS CUT OUT ON THE SIDNEY			DEPARTURE, AND FULL 45 DAY CCS	
0/47/0000 00 00/10	OCCUPANTOLIS AT	24414/11   NOT 40/410/4/15005	4075	OTUES.	SUB FOR NOT ACKNOWLEDGING.		0)/504	TEST NO DEFECTS FOUND WITH THE	0/04/000
9/17/2006 23:20 UP	6697 MNPHK 17	914 WILL NOT ACKNOWLEDGE	1675	OTHER	BTD/OMA  CAN NOT GET POWER TO THE ATC OR		OX591	SYSTEM	9/21/2006
		CCS DOES NOT FUNCTION			THE CCS WENT DARK AT AMES IA.			OBT no power. OBT had bad connection.	
9/18/2006 4:00 UP	3097 MEAPR 18	911 AT ALL	5902	ONBOARD TERMINAL (OBT)	BTD/OMA		NZ021	45 day completed. no other defects found.	9/20/2006
					CAB SIGNALS CUTOUT AT GRAND				
0/40/0000 0 40445		242 242 24244 524424545			ISLAND NEBRASKA ACCOUNT THE				0/04/000
9/18/2006 9:10 UP	3062 MGICB 18	910 CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	ASPECTS DO	NOT CHANGE. CEL/OMA	NZ021	changed out faulty master relay	9/21/2006
		REPETETIVE FALSE TRIP /			CAB SIGNALS DROPPED OUT AND WILL	MILEPOST 30 ON THE MORRILL SUB.			
9/19/2006 14:25 UP	6839 CFKBM 18	915 CYCLING	9202	CABLES / WIRING	NOT COME BACK UP. NOW CUTOUT AT		NP162	SWITCH ON CPU CARD SET WRONG	9/20/2006
						MOVED ABOUT 2 MILES AND IT TOOK			
						THE AIR AGAIN. NOW HAVE CUT OUT			
					THE CAB SIGNALS KEEP DROPPING	ATMP 12.4 ON THE PORTLAND SUB.  GGC/OMAELECTRICIAN TESTED CCS.			
					OUT FOR NO REASON AT ALL, RESETS	WITH NO DEFECTS FOUND. BJS/HKL 09-		replaced tvo & cpu ccs modules & tested	
9/23/2006 18:55 UP	8388 MEUNP 23	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	& ONLY	24-06	NX284S	& calibrated = ok after repairs	9/28/2006
					THE CAB SIGNALS DROPPED OUT AND				
0/04/0000 4 0011/5	5004 OWI ID0 04	OAO OAD CIONAL FOLUDATATA	E 440	OUT OUT OWITCH	WOULD NOT RESPOND, NOW HAVE	MP 150 ON THE SOUTH MORRILL SUB.	NIVOO 15		0/00/000
9/24/2006 1:30 UP	5621 CWLJR9 21	910 CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	CUT OUT AT	GGC/OMA	NX284E	repaired nx284e	9/26/2006
					ATC IS NOT WORKING, HAS GONE PAST			Power was disconnected. 45 day	
9/25/2006 18:40 UP	2989 MPREA 25	910 CAB SIGNAL EQUIPMENT	5907	NO POWER TO/FROM OBT	3 BLOCK INDICATIONS & IT STAYS IN		NZ021	completed.	9/29/2006
					THE ATC KEEPS DROPPING OUT AND	NOT RESPOND, NOW HAVE CUT OUT			
0/05/0000 10 50115	5544 10504 00	OLO OAD CIONAL ECUIDATE	<b>-</b>	DEL 43/0	STAYS IN THE RESTRICTING MODE AND		1700-	Did inspection- inspection OK. Did	0/07/07
9/25/2006 18:50 UP	5544 ISEG1 20	910 CAB SIGNAL EQUIPMENT	5407	RELAYS	WILL	GGC/OMA	NZ005	departure test 10 times- tested ok all 10	9/27/2006
0/20/2000 10:00 01					THAS BAD CAR SIGNALS WILL NOT DICK				
3,23,2333 13,33					HAS BAD CAB SIGNALS, WILL NOT PICK UP OR CYCLE. WAS TAGGED IN				
9/26/2006 2:45 UP	4122 MHKGR 23	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	UP OR CYCLE, WAS TAGGED IN POCATELLO	AT 09/25/06 1600 PM. GGC/OMA	WX817	Passed cab signal P.I.	9/26/2006

					REPORTED CAB SIGNALS KEEP		1	RANN ALL CHECKS ON CCS	
		REPETETIVE FALSE TRIP /			DROPPING OUT, CUTOUT, ABSOLUTE			COMPLETED 45 DAY CCS ALL TEST	
9/27/2006 7:53 UP	4044 QNPSKP 27	915 CYCLING	E404	ASPECT DISPLAY	BLOCK.	MP142, KEARNEY SUB. RLD/OMA	OX591S	GOOD	10/8/2006
9/21/2006 1.53 OF	4044 QNF3KF 21	913 CTCLING	3404	ASPECT DISPLAT	CAB SIGNALS CUT OUT AT MP 509 ON	IMP 142, REARINET SUB. RED/OWA	073913	GOOD	10/6/2006
					THE CHEYENNE SUB ACCOUNT THE	DROPPING OUT AND WILL NOT		rankagad r 9 l front aga hara aga alaa	
9/30/2006 2:10 UP	5559 CWEUGH 26	910 CAB SIGNAL EQUIPMENT	E406	RECEIVER BARS	KEEP	ACKNOWLEDGE. GGC/OMA TRAIL ONLY	NIV204C	replaced r & I front ccs bars ccs elec tested & calibrated ok	10/12/2006
9/30/2006 2:10 UP	5559 CWEUGH 26	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS		ACKNOWLEDGE, GGC/OWA TRAIL ONLY	. INAZ845	lested & calibrated ok	10/12/2006
					THE ATC IS BAD AND WILL NOT	VOLUBO A TEOT BUT MULL NOT MUEN			
0/00/0000 40 00445	0745 M51MD 00	0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10	=		RESPOND, THE MOTION LIGHT WILL	YOU DO A TEST BUT WILL NOT WHEN			40/4/000
9/30/2006 18:30 UP	9715 MELNP 29	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	WORK WHEN	ON THE MAIN LINE. GGC/OMA	NX284S	recalibrated atc it was set a little low	10/1/2006
						& WILL RECOVER BUT WILL NOT HOLD,			
						NOW HAVE THE ATC CUT OUT AT MP			
					THE ATC KEEPS DROPPING OUT AND	349ON THE BOONE SUB. GGC/OMA			
					GOING DARK, RESET THE CIRCUIT	UPDATE:10/1DEAD BATTERIES.		REPLACED THE VITAL OUT PUT AND	
10/1/2006 1:00 UP	9823 QNPCH 30	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	BREAKER	CEL/OMA	NX284S	THE ACK. SWITCH. TESTED GOOD	10/10/2006
					THE CAB SIGNALS KEEP DROPPING				
					OUT AND WOULD NOT ACKNOWLEDGE,	CUT OUT AT MP 408 ON THE SINDEY			
10/1/2006 2:35 UP	8392 AAMCY 29	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	NOW HAVE	SUB. GGC/OMA	KP643	CCS TEST OK	10/4/2006
					CAB SIGNALS TESTED OKAY BUT	WOULD NOW COME BACK UP. NOW			
					FAILED ON THE MAIN LIKE, DROPPED	HAVE CUT OUT AT MP 978 ON THE		REPLACED DEFECTIVE LCR.	
10/1/2006 4:00 UP	4472 QFRNPP 29	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	OUT AND	OGDEN SUB.GGC/OMA defer	NX284	CALIBRATED AND TESTED .	10/11/2006
			-		CAB SIGNALS CUTOUT ACCOUNT OF	MILEPOST 201 ON THE BOONE SUB.			
		REPETETIVE FALSE TRIP /			GIVING RESTRICTION IN CLEAR	TRAIL IN CAB SIGNAL TERRITORY	1		
10/1/2006 16:08 UP	9760 QPRNP 30	915 CYCLING	5420	HARMON ULTRA-CAB	BLOCKS.	UNTILREPAIRED. CEL/OMA	NX284S	c/o 60/100 hz filter board retested o/k	10/2/2006
			2.20		THE AUDIBLE INDICATOR FOR THE CAB		1	REPLACED DEFECTIVE DDSP.	1,2,2300
		AUDIBLE INDICATOR			SIGNALS DOES NOT WORK AT ALL, DO	USE AS A LEAD UNIT. CAB SIGNALS CUT	-	CALIBRATED AND TESTED AFTER	
10/1/2006 21:10 UP	4269 YGI62 01	913 DEFECTIVE	5420	HARMON ULTRA-CAB	NOT	OUT AT GRAND ISLAND NE. GGC/OMA	NX284S	REPAIRS.	10/3/2006
10/1/2000 21:10 01	.200 10102 01	OTO DEL COTTVE	3420		1	SS. AT STUTE ISEA INC. GOO/OWA	.1,,2040	MIC TESTED SYSTEM FOUND NO	10/3/2000
					THE ATC WILL NOT DI IMP THE AIR WITH	HAVE CUT OUT AT 46.1 ON THE PEORIA	1	DEFECTS, SYSTEM OPERATING	
10/1/2006 21:40 UP	2420 WGHGJB 26	910 CAB SIGNAL EQUIPMENT	5/12	CUT OUT SWITCH	SELF TEST OF ON ACTIVE TRACK, NOW		NZ335	NORMALLY.	10/5/2006
10/1/2006 21.40 OF	2420 WGHGJB 20	910 CAB SIGNAL EQUIPMENT	3412	COT OUT SWITCH	LATE REPORT TO RF DESK,	SUB. GGC/OWA	INZSSS	NORWALLT.	10/3/2000
		TRIPPED LOW OIL DEVICE			DISPATCHER REPORTS UNIT TRIPS	DUTTON AND CULITE DOWN AND IC			
40/4/0000 0:041110	44.40 MMOFIN 04	TRIPPED LOW OIL DEVICE	2502	FUEL LINEO		BUTTON AND SHUTS DOWN AND IS	TDOSO	-/- #40 first line -/it 40/fire	40/5/0000
10/4/2006 8:04 UP	4149 MWCFW 01	111 ONLY	3503	FUEL LINES	GOVERNOR	TAGGED. 0804CST-PMR/OMA	TP250	c/o #10 fuel line, c/o oil tll/ftw	10/5/2006
		DEDETETIVE EALOR TOUR			THE CAB SIGNALS DROPPED OUT AND	AT MD 405 ON THE OIDNEY OUD			
		REPETETIVE FALSE TRIP /			WOULD NOT RESPOND, NOW HAVE	AT MP 465 ON THE SIDNEY SUB.			
10/6/2006 9:40 UP	6837 QWVNP 05	915 CYCLING	5420	HARMON ULTRA-CAB	CUT OUT	GGC/OMA	NX284G	c/o DDSP 2.33	10/6/2006
					THE ATC HAS BEEN CUT OUT ACCOUNT				
					IT WILL NOT RESPOND CORRECTLY &				
10/6/2006 15:25 UP	4391 KLAG1 01	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	KEEPS	TAKING THE AIR. GGC/OMA	CO486	DO NOT USE IN CAB SIGNAL AREA	10/26/2006
						CHANGES. NOW CUTOUT ON THE			
						BOONE SUBDIVISIONAT PETERS, IA.			
						TRAIL ONLYWHILE IN ATC TERRITORY.		replaced cpu with correct version 2.02 and	b
					ATC MOTION LIGHT GOES OUT	CEL/OMA/WRONG CPU CARD NEED 2.02	:	ILOCK card and TVO cardcalibrated and	I
					OCCASIONALLY AND WILL NOT	VERSION AND ILOCK CARD DASH-9		tested goodunable to make unit fail in	
10/11/2006 20:58 UP	9737 QNPSKP 11	910 CAB SIGNAL EQUIPMENT	5407	RELAYS	RESPOND TO ASPECT	ONLY, NIS.	RV323	shop setting.	12/8/2006
				-				RM&D BOB INVOLVED IN PROCESS-	
						MILEPOST 277 ON THE KEARNEY SUB.		REPLACED BKT, BMS AND P3 MAG	
						CEL/OMA10/14/06 - CREW REPORTS		VALVES. REPLACED MICRO POSITION	
						THE UNIT KEEPS DROPPING IT'S LOAD	İ	SWITCH PER GE	
					CAB SIGNALS DO NOT CORRESPOND	AND NO LOAD, FAULTS WON'T STAY	1	RECOMMENDATIONS. CCS TO	
		REPETETIVE FALSE TRIP /			TO WAYSIDE SIGNALS. NOW CUTOUT	RESET. UNIT IS NOW ISOLATED AND	1	REPAIR.decoder module new for ccs	
10/12/2006 3:07 UP	9754 MNPSS 11	915 CYCLING	5700	CONTROLLER SWITCHES	AT	IDLING 0556CST-PMR/OMA	NX284S	repair.	10/16/2006
10/12/2000 3.07 UF	JIJT IVIIVI OO II	310 O I OLING	3102	CONTROLLER SWITCHES	Y 1	THEN COMES BACK ONLINE, THE CCS	11/12043	ropan.	10/10/2000
						HAS NO BEEN CUT OUT AT NX147	1		
					THE POWER GOES OUT TO THE CAB	ANDTHEY ARERUNNING ABSOLUTE	1		
					SIGNALS AND PUT THE TRAIN IN	BLOCK, DO NOT USE AS A LEADER	1	SECURED LOOSE ILOCK MODULE.	
10/12/2006 10:00 UP	4245 WCYCBB 11	910 CAB SIGNAL EQUIPMENT	E 407	RELAYS	PENALTY.	UNTILREPAIRED. BTD/OMA	NX284S	RECALIBRATED AND TESTED CCS.	10/27/2006
10/12/2006 10:00 UP	4240 WUTUDD II	STO CAD SIGNAL EQUIPMENT	5407	NLLATO	,	UNTILKEFAIKED. BTD/UMA	NA2848	NECALIDRATED AND TESTED CCS.	10/27/2006
		DEDETETIVE EALOR TOLO			ATC DROPS OUT AFTER PASSING A	NOT LISE AS A LEADED LINE	1	DEDI ACED DOTH, DECIEVED DADO	
40/42/2000 40:00 45	4440 MACND 44	REPETETIVE FALSE TRIP /	F 400	DECEIVED DADO	GREEN SIGNAL THEN COMES BACK ON		NIVOO 4	REPLACED BOTH RECIEVER BARS	10/45/0000
10/13/2006 10:00 UP	4448 MASNP 11	915 CYCLING	5406	RECEIVER BARS	LINE, DO	REPAIRED. BTD/OMA	NX284	TESTED AND CALIBRATED.	10/15/2006
						NOW RUNNING ABSOLUTE BLOCK, DO	1		
						NOT USE AS A LEADER IN CCS	1		
1 1						TERRITORYUNTIL REPAIRED. BTD/OMA	İ		
						10/28/06 1831CST CREW REPORTS THE	1		
						UNIT SHOWSAUX ALTERNATOR	1		
1 1						FAULTS, WON'T RESET. LJE/OMA	İ		
					CAB SIGNALS CUT OUT FOR FALSE	11/01 FREMONT FRMN GENERALRPTD	1	BAD POWER SUPPLY FUSE HOLDER.	
		REPETETIVE FALSE TRIP /			CYCLING ON THE SIDNEY SUB, THEY	FAULTS RESET AND LODING OK.	1	CHANGED OUT POWER SUPPLY. CCS	
10/13/2006 14:50 UP	7275 CWEUG 11	915 CYCLING	5433	POWER SUPPLY MODULE	ARE	RLD/OMA	NX284G	AND ATC ARE NOW WORKING O.K.	11/3/2006
					ATC ASPECT LIGHTS DO NOT WORK.			co the mother board and the dts found	
		REPETETIVE FALSE TRIP /			CUTOUT NOW AT MILEPOST 94 ON		1	wires off in indacator box repaired them.	
40/47/0000 40:50 UD	2509 WBALDU 17	915 CYCLING	5916	DEFECTIVE LOCO ID PROM	GENEVA	SUB. CEL/OMA	NZ021S	45 day completed.	10/27/2006
10/17/2006 19:53 UP									

					CAB SIGNALS DROP TO RESTRICTING				
		REPETETIVE FALSE TRIP /			AFTER PASSING A CLEAR BLOCK. NOW				
10/18/2006 1:30 UP	4397 MASNP 16	915 CYCLING	5406	RECEIVER BARS	CUTOUT  CAB SIGNALS CUTOUT ACCOUNT OF	CITY SUB. CEL/OMA	NX284S	replaced ccs rec.bars	10/18/2006
		REPETETIVE FALSE TRIP /			DROPPING TO RESTRICTIVE ON A	BLOCK ON THE GREEN RIVER SUB.			
10/19/2006 0:35 UP	5554 LCR02 18	915 CYCLING	5420	HARMON ULTRA-CAB	CLEAR	CEL/OMA	NX284S	RECALIBRATED CCS TESTED OK	10/29/2006
		REPETETIVE FALSE TRIP /			ATC CUTCUIT ACCOUNT INTERMITTENT	WILLIGHT F AT 20 MIDLL MID240 DOOME			
10/20/2006 8:28 UP	9791 MBYNP 19	915 CYCLING	4401	AXLE ALTERNATOR	ATC CUTOUT ACCOUNT INTERMITTENT WHISTLE AT 13MPH, ALSO HIGH SPEED		NX284S	REPLACED AXLE ALT TESTED GOOD	10/21/2006
					REPORTED CAB SIGNAL KEEPS GOING				
40/04/0000 7 40/10	0004 M//DND 40	OAD OLONAL FOLUDATALE	<b>5</b> 400	TIMED	DARK, CAUSES AIR TO TRIP PENALTY	E MINUSTEO OLITOUT OCC. DI DIOMA	111/00 40	replaced vital output, TACH AND TEST	40/04/0000
10/21/2006 7:19 UP	9824 MVPNP 19	910 CAB SIGNAL EQUIPMENT	5409	TIMER	EVERY	5 MINUTES. CUTOUT CCS. RLD/OMA RESETTING THE TRAIN CONTROL	NX284S	404 CARD	10/21/2006
						SYSTEM BUT NO CHANGE. THIS WAS			
						REPORTEDIN WYOMING. NEED TO			
					KEEP LOSING THE AUDIBLE INDICATOR	TRAIL UNTIL REPAIRS HAVE BEEN. NOW HAVE THE CABSIGNALS SYSTEM		REPLACED THE ASPECT DISPLAY	
10/24/2006 8:40 UP 5512 ILBCH 20	5512 ILBCH 20	910 CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	FOR THE CAB SIGNALS, HAVE TRIED	CUT OUT. GGC/OMA	NZ077	UNIT NEW SEAL #1505293	10/25/2006
						FIRE, NOW HAVE THE FIRE OUT AND			
		CABLES OVERHEATED OR			HAD THE TRACTION MOTOR LEADS ON THE NUMBER 1 TRACTION MOTOR	THE UNIT HAS BEEN ISOLATED. ALL OFTHE WHEELS ARE ROLLING FREE.		repaired t.m. leads and track tested hp 3816 oil temp 182 water temp 190	
10/24/2006 17:00 UP	2230 MFWWC 22	633 BURNED	4305	LEADS/CABLES	CATCH ON	GGC/OMA	SP760D	charging rate 74 v	10/28/2006
								# 5 S.S. BAD NOW NEW 1,2,4 S.S. FOUND MOUNT BOLTS LOOSE 3.6	
								CHECKED OK WHL MEASUREMENT'S	
						THE #2 WHEEL AND WILL NOT RESET.		OK WORKED ROAD FAILURE WITH	
					KEEPS DROPPING ITS LOAD ACCOUNT	ALSO WILL GET AN ALARM AND		EMD TECH, REPAIRS OK WITH EMD &	
10/25/2006 9:20 UP	8382 ZSEMN 25	817 CONTINUOUS LIGHT LOAD	4407	SPEED SENSOR - TM	OF MISMATCHED WHEEL INDICATIONS FOR	THENWILL DROP ITS LOAD TO ZERO WITH NO INDICATION AT ALL. GGC/OMA	NX284S	TOW TESTED OFF PIT ALL S.S. READING & TESTED OK OFF PIT	10/29/2006
					THE CAB SIGNALS KEEP DROPPING				
10/25/2006 14:55 LID	5621 CSOJR9 23	REPETETIVE FALSE TRIP / 915 CYCLING	E00E	ANTENNA FAILURE	OUT ON THEM AND WOULD NOT RESPOND, NOW	HAVE CUT OUT AT MP 3 ON THE SO MORRILL SUB. GGC/OMA	NP162D	REPAIRED.	11/2/2006
10/25/2006 14:55 UP	5621 C50JR9 23	REPETETIVE FALSE TRIP /	5905	ANTENNA FAILURE	REPORTED CUT OUT ATC ACCOUNT	MP35 GENEVA SUB. ABSOLUTE BLOCK.	NP 162D	REPAIRED.	11/2/2006
10/26/2006 14:58 UP	4890 KLAG1 21	915 CYCLING	9900	NO DEFECTS FOUND	CAUSING PENALTY ABOVE 40 MPH.	RLD/OMA	TP250S	Tested OK No defects found	11/1/2006
						NORTH PLATTE SUBDIVISION.			
					REPORTED CAB SIGNALS CAUSING	ABSOLUTE BLOCKED. RLD/OMA12/28/06 CAB SIGNALS			
		REPETETIVE FALSE TRIP /			PENALTY APPLICATION, CUTOUT	TESTED OK NO DEFECTS FOUND		TESTED CCS ALL SIGNALS WITHIN	
10/27/2006 5:24 UP	2410 MNPFW 27	915 CYCLING	9900	NO DEFECTS FOUND	MP281,	DTS/JH404	X 344E	RANGE NO DEFECTS FOJUND	1/4/2007
						CCS. MP362 SIDNEY SUB. RLD/OMArf			
					REPORTED CAB SIGNALS KEEP	for cab signals dropping outchanged		rf for cab signals dropping outchanged	
10/27/2006 10:31 UP	0020 WNECVE 24	REPETETIVE FALSE TRIP /	FFOF	DELAVO	DROPPING OUT. ABSOLUTE BLOCKED	amplifier and master relay, calibrated ok, 45		amplifier and master relay, calibrated ok,	11/15/2000
10/27/2006 10:31 UP	9030 WNECYB 24	915 CYCLING	5505	RELAYS	AND CUTOUT THE MOTION LIGHT IS OUT FOR THE	day insp done, ob and It good  AFTER THAT, NOW HAVE CAB SIGNAL	NZ021	45 day insp done, ob and It good	11/15/2006
					ATC, WILL TEST OKAY BUT WILL NOT	SYSTEM CUT OUT AT 202 ON THE		axle alternator had no out put new &	
10/29/2006 11:05 UP	9782 MNPBY 26	910 CAB SIGNAL EQUIPMENT	5411	AXLE DRIVE	WORK	BOONESUB. GGC/OMA.trail turn set.	NX284	tested good.	11/2/2006
					THE CAB SIGNALS KEEP DROPPING OUT AND GOING DARK, NOW HAVE CUT	MP 682 8 ON THE RAWLINS SUB			
10/31/2006 9:58 UP	4245 MNPST 30	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	OUT AT	GGC/OMA	RV323S	REPLACED	11/3/2006
					CAR CIONAL O PROPERIO CUIT AND MOT			CAB SIGNALS TESTED AND	
					CAB SIGNALS DROPPING OUT AND NOT COMING BACK UP. NOW CUTOUT AT			CALIBRATED .REPLACED RADAR HEAD . REPAIRED OIL LEAK AT #12	
11/4/2006 9:35 UP	8230 2GSVBHY 02	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	MILEPOST	210 ON THE MARYSVILLE SUB. CEL/OMA	NX284	ASSEMBLY . CHANGED #5 TM .	11/20/2006
				<u> </u>	CAB SIGNALS DROPPED OUT. CUTOUT				
11/4/2006 13:24 UP	6811 CJRMU 03	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	NOW AT MILEPOST 98.25 ON THE SOUTH	MORRILL SUB. CEL/OMA	NX284G	B2B Defect Deferred.	11/11/2006
	55.7, 656 55	O. O. O. O. O. O. O. O. O. O. O. O. O. O	3 120			OUT AT 815 ON THE SALT LAKE SUB.		201001 201011001	, 11,200
					THE CAB SIGNALS KEEP CYCLING AND	ALSO THE DYNAMIC BRAKES ARE BAD	1	CCS CALIBRATION WAS TOO HIGH,	
11/4/2006 20:24 UP	5185 IOAG2 02	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	DROPPING OUT ON THEM, NOW HAVE CUT	ANDKEEP SURGING ON THEM. GGC/OMA	NX284	RECALIBRATED AND TESTED CCS OKAY.	11/8/2006
11/1/2000 20.24 01	0100 10/102 02	STO OLD GIGHAL EQUILIVENT	0-101		HAVE CUT OUT THE ATC AT MP 114 ON		117.207	0.011	11/0/2000
					THE GENEVA SUB ACCOUNT THE	HORN IS NOT WORKING AND WILL TAKE			
11/6/2006 18:55 UP	2969 WLOAD 06	950 OTHER CAB EQUIPMENT	5404	ASPECT DISPLAY	AUDIBLE	THE AIR WITH OUT NOTICE. GGC/OMA AIR WITHOUT NOTICE. NOW HAVE THE	NZ021	C/O ACK HORN ,COMPLETE 45 DAY	12/18/2006
						ATC CUT OUT AT MP 55.4 ON THE	1		
						GENEVASUB.GGC/OMAWILL NEED TO			
11/10/2006 10:20 LID	3816 IG2OA 10	AUDIBLE INDICATOR 913 DEFECTIVE	FOOF	ANTENNA FAILURE	THE AUDIBLE INDICATOR FOR THE ATC		IHADAD	INSPECTED CHECKED OUT AND	1/2/200
11/10/2006 19:30 UP	3010 1GZUA 1U	AISINELECTIVE	5905	ANTENNA FAILURE	IS NOT WORKING AND WILL TAKE THE	UNABLE TO DO @ OUTSIDE POINT.	JH404D	TESTED. WORKING OKAY	1/3/200

					CAB SIGNALS DROPPED OUT FOR TWO CONSECUTIVE BLOCKS. CUTOUT NOW	MILEPOST 72 ON THE COLUMBUS SUB.		DID UP AND CNW , CCS TEST REPEATLY AND DID NOT FAIL, PUT UNIT OVER PIT CHECKED BARS, JUNCTION BOX, AND WIRING, ALL	
11/11/2006 17:09 UP	5600 CBRIRH 08	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	AT	TRAIL ONLY. CEL/OMA	X 344D	GOOD, AIR TEST GOOD.	11/24/2006
11/12/2006 8:51 UP	9028 QPRNP 11	910 CAB SIGNAL EQUIPMENT	5906	POWER SUPPLE FAILURE	HIGH SPEED WHISTLE FOR ATC WILL NOT SHUTOFF AND ALSO HAVING PROBLEMS		NZ021	Fuse blown for ATC lights, fuse replaced 45 day completed, no defects found after repairs.	11/16/2006
11/12/2006 12:23 UP	6837 CSOJR9 09	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS WENT DARK CAUSING PENALTY AT MILEPOST 323 ON THE BOONE SUB.	RESET AT THIS TIME. CEL/OMA	NX284W	TESTED CAB SIGNALS NO PROBLEMS FOUND	11/13/2006
					CAB SIGNALS WILL NOT WORK OR POWER UP, HAD ONE OF THE DISPLAY	PLACE AND IS CAUSING IT TO DROP OUT.GGC/OMA UPDATE 11/13/06 0850CST NEED TO TRAIL ONLY UNTIL		Swapped CSIH1 wire from term. 31 to 32 and CSIH2 wire from term. 32 to 31 on the ETMS C/O switch. Cab Signal stays on now. Don"t know any more than that.	
11/13/2006 5:50 UP	6028 CPWBM 10	910 CAB SIGNAL EQUIPMENT	4007	CABLES/WIRING	CHANGE	REPAIRED.LJE/OMA	NX284C	(01/16/07 RDB)	1/16/2007
11/14/2006 2:06 UP	2291 LUM59 13	135 ENGINE FIRE DAMAGE	7521	UPPER WATER JUMPER	LATE REPORT, NO CALL TO RF DESK, PER INCIDENT REPORT, DISPATCHER	REPORTS FIRE IN THE ENGINE ROOM AND ENGINE HAS BEEN SHUT DOWN. NOOTHER INFORMATION AVAILABLE. UNIT IS DIC. 0206CST-PMR/OMA	SP760D	6 WATER JUMPERS LEAKING REPAIRED	11/21/2006
11/17/2006 22:50 UP	7309 CWKBM 15	CCS DOES NOT FUNCTION 911 AT ALL	9320	OTHER	ATC CUT OUT DUE TO GOING DARK, COMPUTER SHOWS UNABLE TO TALK TO	CAB SIGNALS, NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	NX284Y	ccs and atc out of calibration. recalibrated	11/19/2006
11/18/2006 14:57 UP	9030 GCJDCL 08	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	ATC SIGNAL PROBLEMS DROPPING OUT. TRAIL IN CAB SIGNAL TERRITORY.	MILEPOST 154 ON THE CLINTON SUB. CEL/OMA	NZ021	RF- ATC DROPPING OUT. FOUND AMPLIFIER B/O. C/O AMP. CAB SIGNALS ALL TESTED GOOD AFTER C/O. LOAD, POWER, & DYNAMICS ALL TESTED GOOD ALSO. NO FURTHER DEFECTS FOUND.	11/28/2006
		REPETETIVE FALSE TRIP /			CAB SIGNALS DROPPED OUT AND WOULD NOT COME BACK UP. CUTOUT	MILEPOST 134 ON THE MORRILL SUB. CEL/OMAUPDATE 11/29: CAB SIGNALS STILL KEEP CYCLING TO RESTRICTING ANDDROPPING OUT. NOW HAVE CUT OUT AGAIN, DO NOT USE AS A LEAD UNITUNTIL REPAIRS HAVE BEEN MADE.		the ccs and atc will not calibrate. departure test good. pickups and drop outs are never the same. c/o cpu and ddsp and no help. try a csa card and try to calibrate.(bs).	
11/22/2006 11:18 UP	7155 CNANW 21	915 CYCLING	5906	POWER SUPPLE FAILURE	NOW AT	GGC/OMA	NX284C	applied new power supply (TITUS)	12/26/2006
11/23/2006 1:15 UP	9764 UGLSE 22	910 CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	THE CAB SIGNALS KEEP CYCLING ON THEM, NOW HAVE CUT OUT AT MP 15 ON	ON THE PORTLAND SUB. GGC/OMA	OX591	INSP. & PERFORMED COMPLETE CAB SIGNAL TEST. BARS OK & ALL PICK UP & DROPOUT WITHIN SPECS. ALL PASSED.	12/2/2006
11/23/2006 2:18 UP	9733 MNPRO 21	910 CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	THE CAB SIGNALS FAILED TO OPERATE FOR 2 CONSECUTIVE BLOCKS, NOW HAVE	CUT OUT AT MP 875.4 ON THE EVANSTON SUB. GGC/OMA	NX284S	RECALIBRATED & TESTED OKAY	11/30/2006
11/23/2006 15:05 UP	2983 GECLHV 22	910 CAB SIGNAL EQUIPMENT	3504	FUEL PUMP	CAB SIGNALS WENT DARK AND TRIPPED PC. RESET AND IT REPEATED. NOW	HAVE THE CABS CUTOUT AT MILEPOST 80.25 ON THE CLINTON SUB. TRAILIN CAB SIGNAL TERRITORY. CEL/OMA UPDATE: UNIT KEEPS DYING ON THEMAND TRIPS THE LOWOIL BUTTON, RESTARTS OKAY BUT WILL NOT HOLD WHENUNDER LOAD, NOW HAVE THEUNIT ISOLATED. GGC/OMA	NX284S	Recalibrated CCS/ATC. Cab signals checked good. Replaced defective fuel pump for KLOB. Loadbox and system checks good.	12/17/2006
					CAB SIGNALS ARE DROPPING TO RESTRICTIVE IN CLEAR BLOCKS. WILL	RESET. ADVISED TO CUTOUT AND RUN ABSOLUTE BLOCK AT MILEPOST 992		TESTED CCS, CHECKED CALIBRATION	
11/24/2006 7:13 UP	8283 CSKRI 21	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	NOT	ONTHE EVANSTON SUB. CEL/OMA	NX284S	WITH NO DEFECTS FOUND.	12/2/2006
11/24/2006 16:25 UP	6802 CCFNA 22	910 CAB SIGNAL EQUIPMENT	5410	WIRING	CAB SIGNALS DROP TO PARTIAL RESTRICTING. CUTOUT NOW AT MILEPOST	126 ON THE PEORIA SUB. CEL/OMA	NP162D	NON-SPECIFIED REPAIRS MADE AT PROG RAIL. NOW PASSES FULL CCS TEST.	2/19/2007
11/24/2006 21:35 UP	6741 CFGAT9 23	CCS DOES NOT FUNCTION 911 AT ALL	5410	WIRING	THE CAB SIGNALS DROPPED OUT AND QUIT WORKING, NOW HAVE CUT OUT AT	MP 300 ON THE SIDNEY SUB. GGC/OMA	NP162D	REPAIRED BY GE TECH AT PROGRESS RAIL	1/16/2007
11/25/2006 2:55 UP	4246 MGRDV 24	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS DROPPED OUT AND NOW WILL NOT WORK AT ALL, NOW HAVE	CUT OUT AT MP 518.3 ON LARAMIE SUB.	WX817	Ran CCS self-test, test past	11/26/2006
11/28/2006 5:38 UP	4125 ZCSLT 26	GROUND RELAY LOCK OUT 612 IN POWER	4602	FLASHOVER	LATE REPORT - NO CALL TO RF DESK - DISPATCHER REPORTS NO LOAD	ACCOUNT OF GROUND RELAY LOCKOUT IN POWER. NO OTHER INFO AVAILABLE.0538CST-PMR/OMA	RV323S	load test & push pull ok / needs control run	12/1/2006

11/28/2006 21:20 UP	6529 CWSAT 29	CCS DOES NOT FUNCTION 911 AT ALL	5403 [	DECODER	THE ATC WILL NOT WORK OR POWER UP AT ALL. GGC/OMA	12/03/06 - CREW REPORTS THE UNIT IS NOT LOADING ACCOUNT OF ELECTRICALCONTROL FAULTS THAT WON'T STAY RESET. UNIT IS NOW ISOLATED AND IDLING.0204CST- PMR/OMA	NX284C	CHANGED OUT A BAD CPU, WORKS OK NOW	12/11/2006
11/28/2006 22:15 UP	4320 QNPSKP 28	910 CAB SIGNAL EQUIPMENT	5301 E	ELECTROLYTE	LOST POWER TO THE ATC AND WHEN DARK, NOW HAVE CUT OUT AT 202.2 ON THE THE CAB SIGNALS DROPPED OUT AND	BOONE SUB. GGC/OMA	JP016	batteries were completely dead, causing atc mag valve to de-energize, causing a penalty. changed battery solved the problem. HP 4034, LR 100%, oil pressure 75psi run 8, mg fld amps 70.  performed cab signal test found no defects	1/2/2007
11/29/2006 2:35 UP	6835 CNACY 26	910 CAB SIGNAL EQUIPMENT	5420 F	HARMON ULTRA-CAB	TOOK THE AND WOULD NOT RECOVER, NOW	HAVE CUT OUT AT MP 202.2 ON THE BOONE SUB. GGC/OMA	RV323	during test and inspection of cab signal equipment.	1/7/2007
11/30/2006 1:45 UP	3066 MASPR 29	CCS DOES NOT FUNCTION 911 AT ALL	5906 F	POWER SUPPLE FAILURE	IS NOT GETTING ANY POWER TO THE ATC AT ALL HAVE CUT IT & ALL CIRCUIT	BREAKERS ARE ON. GGC/OMA	NZ021	RF not getting any power to the ATC. No power out-put from coverter. Replaced converter. Tested ok. Performed 45 day. Outbound departure tested good.	12/1/2006
11/30/2006 11:00 UP	5052 IDUSE7 26	REPETETIVE FALSE TRIP / 915 CYCLING	5409		CAB SIGNALS DROPPED OUT AND WOULD NOT COME BACK ON. NOW CUTOUT	AT MILEPOST 69 ON THE PORTLAND SUB. CEL/OMA	NZ021	RF cab signals dropped out and wouldn't come back on. Recalibrated settings. Departure tested. Engine run load tested good.	12/7/2006
11/30/2006 14:25 UP	9775 MNPVP 27	10 AIR BRAKES	5405 N	MAGNET VALVE	GASKET LEAKNIG FOR THE TRAINLINE PENALTY VALVE FOR THE CCS.	RSCV2 VALVE. CREW REPORTS CAUSES SLIGHT ROUGH TRAIN HANDLING. CEL/OMA	NX284S	REPLACED MAG VALVE TESTED OK	12/4/2006
12/1/2006 10:10 UP	1866 MTUFW 29	LOADING PROBLEMS IN 810 POWER	4305 L	LEADS/CABLES	DISPATCHER REPORTED THAT THE UNIT TRIPPED ELECTRICAL CONTROL FAULTS	THAT WILL NOT RESET. NO CREW ON THE POWER AT THIS TIME. LJE/OMA	TP250	motors checked ok. adjusted & retorqued speed probes. trrack tested ok	12/3/2006
12/3/2006 12:30 UP	9813 MNPSS 02	REPETETIVE FALSE TRIP / 915 CYCLING	1 0000	NO DEFECTS FOUND	REPORTED CCS CYCLING CONTINUOUS, CAUSING PENALTY APPLICATION. CUTOUT	CCS & ATC MP42, COLUMBUS SUBDIVISION. ABSOLUTE BLOCKED. RLD/OMA	NX284S	TESTED ON THE PIT WITH NO DEFECTS.	12/6/2006
12/4/2006 10:10 UP	9780 MGINY 04	910 CAB SIGNAL EQUIPMENT	5402 (	CONVERTER	THE CAB SIGNALS DROPPED OUT AND WENT DARK, NOW HAVE CUT OUT AT MP 125	ON THE COLUMBUS SUB. GGC/OMA	NX284	CPU NEW, TESTED CCS OKAY.	12/7/2006
12/5/2006 13:05 UP	7309 CAENA 01	CCS DOES NOT FUNCTION 911 AT ALL	99001	NO DEFECTS FOUND	THE CAB SIGNALS DROPPED OUT AND LOST ALL POWER AND WOULD NOT WORK,  ATC MOTION LIGHT QUIT WORKING,	NOW HAVE CUT OUT AT MP 66.8 ON THE MORRALL SUB. GGC/OMA	PX862S	passed fed ccs test  RF KLOB and shutdown. Replaced broken	1/17/2007
12/6/2006 15:55 UP	9673 MNPPR 05	910 CAB SIGNAL EQUIPMENT	6008	DIL LINES	NOW HAVE ATC CUT OUT AND WORKING ON	BLOCK INDICATION NOW, CUT OUT AT MP 208 ON THE BOONE SUB. GGC/OMA	NZ021	oil line. Refilled oil. Engine runload tested good.  If for atc will not dump airhas new p2a,	12/8/2006
12/8/2006 22:28 UP	9039 MSSNP 07	940 A.T.C.S. EQUIPMENT	1606 E	BRAKE VALVE	CREW REPORTED THAT THE ATC WILL NOT TAKE THE AIR, NEED TO TRAIL ONLY	UNTIL REPAIRED. LJE/OMA checked nopst, need to trail to proviso for repair	NZ021	cab signal inspection done, departure tested ok, atc now takes air, qm isnpection done, ob and It good	
12/10/2006 18:45 UP	9813 EFRCBG 10	910 CAB SIGNAL EQUIPMENT	5443 [	DECODER CPU PCB	CAB SIGNALS WENT DARK, CUT OUT NOW DDM/OMA CAB SIGNALS WOULD NOT PASS THE	ОК	PX862S	changed out CPU account wont calibrate, checked and tested ccs good INSP. & TESTED CAB SIGNAL FOR	12/16/2006
12/10/2006 22:10 UP	9698 UGLSE 09	REPETETIVE FALSE TRIP / 915 CYCLING	5410 \	WIRING	TEST LOOP TEST. NOW CUTOUT AT ON THE	THE DALLES SUB. CEL/OMA	OX591	INSP. ALL PASSED. ALL PICK UP & DROP OUTS WITHIN SPECS.	12/15/2006
12/11/2006 10:50 UP	2453 MCBKC 11	914 WILL NOT ACKNOWLEDGE	5512	SWITCHES	ATC CUT OUT DUE TO ACKNOWLEDGE BUTTON WILL NOT ACKNOWLEDGE A RESTRICTIVE	SIGNAL, DO NOT USE AS A LEADER UNTIL REPAIRED. BTD/OMA	MX283S	renewed acknowledge switch bill clement ccs test done	12/12/2006
12/12/2006 5:14 UP	4143 MNPPC 11	CCS DOES NOT FUNCTION 911 AT ALL	5412 (	CUT OUT SWITCH	CAB SIGNALS CUT OUT DUE TO INOPERATIVE CONDITION MP629. DDM/OMA	work to hinkle for repairs	OX591S	INSP. & PERFORMED COMPLETE CAB SIGNAL TEST. ALL PASSED. ALL PICK UP & DROP OUTS WITHIN SPECS.	12/15/2006
12/12/2006 17:40 UP	6636 CSVMW 09	910 CAB SIGNAL EQUIPMENT	5407 F	RELAYS	CREW REPORTS ATC DROPS OUT HAVE ATC CUTOUT NEEDS INSPECTED	NEXT SERVICING FACILITY. 1743CST. RRG/OMA	NX284C	REPAIRED	12/19/2006
12/12/2006 23:59 NS	7608 QLINSB 12	10 AIR BRAKES	9600 F	FAILURE DELIVERED OFFLINE		NSRR NOTIFIED BY E-MAIL DDM/OMA	C 817	FAILURE DELIVERED OFFLINE TO NS	12/13/2006
12/13/2006 18:52 UP	2434 MCBKS 13	CCS DOES NOT FUNCTION 911 AT ALL	5404 A	ASPECT DISPLAY	CREW REPORTS CAB SIGNALS WENT DARK AT 48MPH, NOW CUT OUT, RUNNING DARK	NOW. DDM/OMA	X 344E	NO DEFECT FOUND	12/19/2006
12/16/2006 7:20 UP	9825 MNPNY 16	REPETETIVE FALSE TRIP / 915 CYCLING	5411	AXLE DRIVE	THE CAB SIGNALS KEEP DROPPING OUT AND CYCLING ON THEM, NOW HAVE CUT	OUT AT MP 334 WEST BOUND ON THE SIDNEY SUB. GGC/OMA	WD640D	speedo not working at 23 mph, speedo reads 80 mph at 50 mph.	12/19/2006
12/23/2006 2:34 UP	5577 2GSVBJF 21	910 CAB SIGNAL EQUIPMENT	5420 l	HARMON ULTRA-CAB	CAB SIGNALS GIVE CLEAR SIGNAL PART OF THE TIME. CUTOUT NOW AT	MILEPOST 285.5 ON THE BOONE SUB. CEL/OMA	NX284S	replaced csa module	1/9/2007

								NOT GETTING ANY POWER TO THE ATC				
12/23/2006 14:50	LIP	9472	OA2DN 16	910 CAB SIGNAL	FOLUPMENT 54	420 H	ARMON ULTRA-CAB	AT ALL, THE UP CAB SIGNALS ARE WORKING	WORK. GGC/OMA	NX284S	Replaced defective CPU. Changed E- prom. ATC / CCS tested good.	1/8/2007
12/24/2006 0:37			MFWNP 21	910 CAB SIGNAL			PU MODULE	CAB SIGNALS STAY IN RESTRICTED MODE WHEN TRYING TO GO. CLEAR WHEN	STOPPED. TOPEKA MECHANICAL INSPECTED AND RESET FOR NOW. TRAIL INCAB SIGNAL TERRITORY UNTIL REPAIRED. OCCURED AT MILEPOST 75 ON THEKANSAS SUB. CEL/OMA	NX284G	PIT CCS TECH FOUND CALABRATION SWITCH LEFT IN CALLABRATION MODE .	12/25/2006
								COMPUTER WILL NOT ALLOW CAB SIGNAL CHANGES. MADE SURE THE AIR	WERE CORRECT, MADE NO DIFFERENCE. ABSOLUTE BLOCK NOW ESTABLISHED ATMILEPOST 70 ON THE		Replaced defective CMPU module. Cab signals tested good. Loadbox and system	
12/24/2006 4:39	UP	5143	MFWNP 22	910 CAB SIGNAL		420 H <i>A</i>	ARMON ULTRA-CAB	VALVES	KANSAS SUB. CEL/OMA WAS ON FIRE AND THEN THE CREW ADVISED THE ENGINE HAD BLOWN UP AND HADPARTS OUT THE SIDE OF THE ENGINE BLOCK AND OIL ALL OVER IN	NX284S	checks good.	12/26/2006
12/26/2006 9:21	UP	6706	CWECSH 22	ENGINE BL O 134 DAMAGE	WN - OBVIOUS 26	605 R	OD MASTER	LATE REPORT - NO CALL TO RF DESK, DISPATCHER REPORTS THE ENGINE THE CAB SIGNALS KEEP DROPPING	THE ENGINECOMPARTMENT. UNIT IS NOW DIC. 0921CST-PMR/OMA	WD640C	REPLACED R-1 L-1 POWER ASSY. AND RELATED PARTS	1/18/2007
12/28/2006 11:58	UP	4604	MNPLV 28	REPETETIVE 915 CYCLING		915 DE	EFECTIVE LOCO ID BOARD	OUT AND CYCLING ON THEM NOW HAVE CUT OUT	AT MP 300.3 ON THE SIDNEY SUB. GGC/OMA	RV323S	TEST OK ccs/atc will not calibrate. pickups are over 1.400. c/o cpu,csa,ddsp no change.shopped. getting an open from K	1/6/2007
				REPETETIVE				CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING OUT, NOW HAVE CUT			to L on P305. in junction box, getting a reading to both coils but shows 960 ohms	
12/29/2006 9:50	UP	6857	MPCNPB 28	915 CYCLING CCS DOES N	DT FUNCTION	420 H	ARMON ULTRA-CAB	OUT AT  CAB SIGNALS WOULD NOT RESPOND  MOST OF THE TIME AND THEN WOULD	MP 407 ON THE SIDNEY SUB. GGC/OMA OUT WHEN THEY DID. NOW HAVE CUT OUT AT MP 270 NO THE KEARNEY	NX284G	to a jumper across K & L a	1/1/2007
12/29/2006 15:35	UP	7155	CNAAE 28	911 AT ALL		900 NO	O DEFECTS FOUND	DROP	SUB.GGC/OMA ON THE BOONE SUB. GGC/OMA 12/30	NX284C	CCS Done on inspection tested ok	2/22/2007
12/30/2006 15:30	UP	2485	MCBKC 30	950 OTHER CAB I	EQUIPMENT 57	708 MI	IICROPROCESSOR	THE ATC KEEPS DROPPING OUT AND GOING DARK, NOW HAVE CUT OUT AT 268	PRESSURE MAINTAIN FEATURE NOT WORKING.CAUSED BRAKES TO RELEASE AND IN PASSENGER MODE. TRAIL ONLY. CEL/OMA	MX283D	Replaced the EEPROM board for the ATC and tested ok.  RAN CAB SIGNAL TEST AND ATC TEST	1/12/2007
1/4/2007 11:11	UP	4819	MKCDM 03	REPETETIVE 915 CYCLING		420 H	ARMON ULTRA-CAB	CAB SIGNALS WILL NOT ACKNOWLEDGE. NOW CUTOUT AT MILEPOST 293 ON THE	FALL CITY SUB. CEL/OMA	MX283S	THEY ACKNOWLEDGED FINE WORKING WELL USEDLOOP ALSO WORKED WELL	1/6/2007
1/5/2007 7:00			WAFDNZ 04	REPETETIVE 915 CYCLING	FALSE TRIP /		ONTROL VALVE		AT MILEPOST 752 ON THE VALENTINE SUB. CEL/OMA NO PARTS IN STOCK AT FTWKEEP GETTING AIR COMPRESSOR STARTING PROBLEMS, RESETS BUT WILL NOTHOLD. GGC/OMA	В 372	air comp changed acct burnt up / replaced air comp gov air line acct plugged up / selfloaded 30 min ok / op 90/ wt 199/ ccp - 1.0 / load pot 100% hp 4030	2/3/2007
1/6/2007 6:14	UP	8483	MEWEP 05	10 AIR BRAKES	99	900 NG	O DEFECTS FOUND		AND THE CAB SIGNALS WILL NOT CUTOUT. NEED TO TRAIL ONLY UNTILREPAIRED.LJE/OMA	JP016	Verified to be OK by EMD rep Sal Aguilera. Completed all cab signal tests and everything checked out OK. Cab signals was set up incorrectly. Need to educate engineer. Load test values 4308 HP, 100% load pot, loads 300amps	1/15/2007
1/7/2007 5:04	UP	5146	KCIAT 05	811 ENGINE REV	S UP - NO LOAD 50	005 BF	RUSHES	LATE REPORT, NO CALL TO RF DESK, DISPATCHER REPORTS THE CREW	INDICATED NO LOAD ACCOUNT OF NO COMPANION ALTERNATOR OUTPUT FAULTS, WON'T RESET. UNIT IS NOW ISOLATED AND IDLING. 0504CST-PMR/OMA	SO211	replaced #1 slip ring brushes.	1/8/2007
1/9/2007 8:02	UP	9056	MEAPR 08	REPETETIVE 915 CYCLING	FALSE TRIP /	401 AN	MPLIFIER	CAB SIGNALS WENT DARK AND WILL NOT COME BACK. RUNNING ABSOLUTE BLOCK		NZ021	Cab signal went dark. Calibrations for pickup and drop out were set wrong (to high) recalibrated to proper settings. 45 day completed.	1/10/2007
1/11/2007 20:30			LNV43 11		OT FUNCTION		ICROPROCESSOR	THE CAB SIGNALS DO NOT FUNCTION AT ALL COMPUTER SHOWS THEM INOPERATIVE	DO NOT USE AS A LEADER IN CCS TERRITORY. BTD/OMA	TP250S	c/o cpu	1/23/2007
1/12/2007 3:40			MNPPT 08	TRIPPED LOV	V WATER		ADIATORS	UNIT DIED FOR LOW COOLENT	CREW TO DRAIN THE WATER, WAS HAVING RADIO ISSUES. BTD/OMA	OX591	FOUND R1 & R 2 RADS LEAKING // C/O RADS = PRESURE TESTED (OK) == LOADBOX 1 1/2 HOURS (OK) RESULTS OIL PRES 27 / 82 = ENG WATER TEMP 188 == MANO -300 == HP 4280 = STALL TEST 300 AMPS == LVG (NO)	1/15/2007

								CUT OUT AT MP 370 ON THE HIAWATHA			
								SUB. GGC/OMArf for ccs not powering			
							COULD NOT GET THE CAB SIGNALS TO	upok per ge (chris hill), ntfinspected		rf for ccs not powering upok per ge	
				CCS DOES NOT FUNCTION			ACTIVATE OR POWER BACK UP, NOW	and performed 45 day inspection ok, ob and		(chris hill), ntfinspected and performed	
1/12/2007 8:20	UP	5715	CDYSV 07 911	AT ALL	9900	NO DEFECTS FOUND	HAVE	It good	NZ021	45 day inspection ok, ob and It good	1/22/2007
								WON'T STAY RUNNING. UNIT IS			
								SHUTDOWN NOW. INSTRUCTED			
								DISPATCHER TO TODRAIN THE WATER.			
				ENGINE SHUT DOWN -			LATE REPORT - NO CALL TO RF DESK -	NSRR NOTIFIED BY EMAIL. 1854CST-			
1/12/2007 18:54	NS	9106	WBRKNZ 11 118		9600 F	FAILURE DELIVERED OFFLINE	DISPATCHER REPORTS THE ENGINE	PMR/OMA	C 817	FAILURE DELIVERED OFFLINE TO NS	1/18/2007
1/12/2007 10:01		0.00	TIDITITIE TO	TREFTOOTY OFFICE OFFI	00001	TAILORE BELIVERED OF FEITE	REPORTED CAB SIGNALS KEEP	T WIT COMPT	0 017	TAILORE BELIVERED OF LINE TO NO	1710/2001
				REPETETIVE FALSE TRIP /			CYCLING, CUTOUT AT MP960,	MOVING ON ABSOLUTE BLOCK.		CARDS IN CS FOUND LOOSE	
1/16/2007 20:17	IID	9109	2GSTRCT 14 915		5006	POWER SUPPLE FAILURE	EVANSTON SUBDIVISION.	RLD/OMA	NX284E	RESEATED AND TESTED GOOD	1/17/2007
1/10/2007 20.17	UF	01002	2031KC1 14 913	CTCLING	3900 F	POWER SUPPLE FAILURE	REPORTED ATC NOT PICKING UP,	KLD/OWA	INAZ04E	RESEATED AND TESTED GOOD	1/11/2001
							1			-/	
4/40/0007 04 40		4004	MO(A)D 45	CAR CICALAL FOLURAFAIT	5 400 F	DECORED	CUTOUT MP173.5, CLINTON	ADOOLLITE DI COLLTO MOLLE DI DIOMA	NIV 00 40	c/o ddsp and csa and did a ccs inspection	4/47/0007
1/16/2007 21:42	UP	4881	MSKNP 15 910	CAB SIGNAL EQUIPMENT	5403 L	DECODER	SUBDIVISION.	ABSOLUTE BLOCK TO MOVE. RLD/OMA	NX284S	all. past test.	1/17/2007
										RF- ATC KEEPS CYCLING. GOING IN	
										& OUT. FOUND AMPLIFIER B/O. C/O	
										BAD AMP. & PR RELAY. LOAD,	
										POWER, & DYNAMICS ALLTESTED	
							REPORTED ATC KEEPS CYCLING,			GOOD. TRAIN CONTROL ALL GOOD	
				REPETETIVE FALSE TRIP /			MP140, CLINTON SUBDIVISION.	ABSOLUTE BLOCK TO PROVISO.		AFTER REPAIRS WERE MADE. NO	
1/17/2007 18:37	UP	2996	MEAPR 17 915	CYCLING	5401	AMPLIFIER	ситоит.	RLD/OMA	NZ021	FURTHER DEFECTS FOUND.	1/21/2007
							THE CAB SIGNALS WOULD NOT WORK				
							AT ALL, NOW HAVE CUT AND MOVE THE				
1/19/2007 10:35	UP	8108	2GSG5TU 18 910	CAB SIGNAL EQUIPMENT	5420 F	HARMON ULTRA-CAB	UNIT	TO THE TRAILING POSITION. GGC/OMA	NX284S	tested ccs, checked o/k	2/14/2007
., . 0, 2001 10.00	<del></del>	0.002	211111111111111111111111111111111111111	5. 12 5.5. 12 2 4 5 1 MEI 11	J . E U I			WHISTLE AND DOES NOT TAKE THE AIR		111100 000 ; 0.100NOU 0/N	_, 1 1/2001
							THE ATC KEEPS TAKING THE AIR 15	WHEN YOU GET THE HIGH SPEED			
					,	ATCS CURCUIT BREAKER	SECONDS AFTER YOU GET THE SLOW	WHISTLE.NOW HAVE CUT OUT AT MP			
1/19/2007 12:30	LID	4640	AGBSE 18 910	CAB SIGNAL EQUIPMENT		DEFECTIVE	SPEED SECONDS AFTER YOU GET THE SLOW	390 ON THE BOONE SUB. GGC/OMA	B 372	chg'd weak circuit breaker	2/3/2007
1/19/2007 12:30	UP	4043	AGBSE 18 910	CAB SIGNAL EQUIPMENT	5908 L	DEFECTIVE	SPEED	390 ON THE BOONE SUB. GGC/OMA	D 3/2	crig d weak circuit breaker	2/3/2007
				OOO BOEO NOT ELINOTION			DOWED KEEDS DOODDING OUT TO GAD	DEFECTIVE AND THEY ARE NOW		OLIANOED ODLL AND DEGALIDRATED	
		=	207727	CCS DOES NOT FUNCTION			POWER KEEPS DROPPING OUT TO CAB			CHANGED CPU, AND RECALIBRATED	
1/20/2007 22:20	UP	7309	GSTRCB 16 911	AT ALL	5420 F	HARMON ULTRA-CAB	SIGNALS THEY HAVE BEEN CUT OUT	RUNNING ABSOLUTE BLOCK. BTD/OMA	X 344E	SYSTEM OK	1/31/2007
										ccs cut out switch b/o , ccs sill partially	
					1		NO LOAD ACCOUNT OF THE PC WILL			powered up c/o switch workedccs and	
				LOADING PROBLEMS IN			NOT STAY RESET. CAB SIGNALS ARE			completed full air test no further defects	
1/21/2007 10:22	UP	2387	GEEGJN 16 810	POWER	5412	CUT OUT SWITCH	CUTOUT	AND MAY BE A BAD ALERTOR. CEL/OMA	MX283D	noted	1/24/2007
								BREAKER, NO HELP. CUTOUT CCS AND			
								MOVING UNDER ABSOLUTE BLOCK.			
							REPORTED CAB SIGNALS WILL NOT	RLD/OMAINBOUD CREW REPORTED			
				REPETETIVE FALSE TRIP /			PERFORM DEPARTURE TEST, CYCLED	CCS CUT IN AND WORKING OK NO			
1/22/2007 5:35	HP	6800	COMJR 20 915		9900 N	NO DEFECTS FOUND	ccs	OTHER DEFECTS NOTED01/22/07 H.E.C.	NP162	ccs working	1/23/2007
1/22/2007 0.00	01	0000	GOIVIOIT 20	OT GENTS	33001	INO DEL EGIOTOGIAD	000	IS SHUT DOWN ACCOUNT OF OIL ALL	141 102	COS WORKING	1/25/2007
								OVER IN THE ENGINE COMPARTMENT			
							LATE REPORT - NO CALL TO RF DESK -	AND ONTHEWALKWAYS. UNIT IS DIC.			
4/04/0007 00:45	LID.	0000	MDALL 00	OIL LEAK AT ENGINE	0540	CALICEO			TDOFOO		4/00/0007
1/24/2007 20:45	UP	9639	MDALI 23 411	OIL LEAK AT ENGINE	3516	GAUGES	DISPATCHER REPORTS THE ENGINE	2045CST-PMR/OMA	TP250S	renew fuel pressure gauge	1/30/2007
					1		CAB SIGNALS CAUSING PENALTY AND	AT MILEDOOT 57 031 71 75 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
	l		MOLNIB	0.10.00.00.00.00.00.00.00.00.00.00.00.00		NO DEFENTO FOR	WOULD NOT ACKNOWLEDGE. NOW	AT MILEPOST 57 ON THE HIAWATHA		checked ccs, tested o/k, nothing found	1/05/55
1/27/2007 9:01	UP	9269	MOLNP 23 910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CUTOUT	SUB. TRAIL ONLY. CEL/OMA	NX284S	amiss.	1/28/2007
							0.00	00011050 4741115555555			
			0.500			DE0511/5D 5 :	CAB SIGNALS DROP OUT ABOUT EVERY		. D. co		
1/27/2007 11:39	UP	5758	CAENA 22 910	CAB SIGNAL EQUIPMENT	5406 F	RECEIVER BARS	OTHER BLOCK. ADVISED TO CUTOUT.	HIAWATHA SUB. CEL/OMA	NX284C	see mcs	2/4/2007
										COMPLETED LMI#6014, REPLACED	
										BLOWN FUSES & DIODES ON RIGHT	
										BANK PHASE A OF MAIN ALT.	
					1					CHANGED #4 TM-GROUNDED. TRUED	
							REPORTED NOT LOADING ACCOUNT			WHEELS FOR MISMATCH FAULTS.	
				LOADING PROBLEMS IN			TCC2 & WHEEL MISMATCH FAULTS,	AND CUTOUT #2 TRUCK. LOADING OK.		LOAD TESTED, ROLL TESTED, & N8	
1/27/2007 19:41	UP	8082	CSVSJ 26 810		6903 N	MISMATCH	RESET FAULTS	RLD/OMA	NX284	STALL TESTED OKAY.	2/3/2007
		3002		-	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						_, 3,2001
								ABSOLUTE BLOCK ESTABLISHED AT			
								MILEPOST 299 ON THE MARYSVILLE			
								SUB.CEL/OMA01/30 RPTD CAB SIGNALS			
					1						
	<u> </u>							CUTOUT AND USING ABSOLUTE BLOCK.			
					1			RLD/OMA2/15/07 - WHEN WORKING AS A			
								REMOTE DPU UNIT, GETS ALARM BELLS			
							1	WHEN INDYNAMIC BRAKES. DO NOT			
							CAB SIGNALS GIVE INOPERATIVE	USE AS A DPU LEAD OR REMOTE.		CABLE FROM CCC TO HARMON BAD,	
1/28/2007 17:28	UP	8130	CCSBT 25 910	CAB SIGNAL EQUIPMENT	5420 H	HARMON ULTRA-CAB	FAULTS. APPEARS TO BE A BAD CARD.		NX284	CABLE FROM CCC TO HARMON BAD, REPLACED CABLE, TESTED OKAY.	3/24/2007
1/28/2007 17:28	UP	8130	CCSBT 25 910	CAB SIGNAL EQUIPMENT	5420 H	HARMON ULTRA-CAB	FAULTS. APPEARS TO BE A BAD CARD. THE CAB SIGNALS KEEPS CYCLING AND	USE AS A DPU LEAD OR REMOTE.	NX284	REPLACED CABLE, TESTED OKAY.	3/24/2007
							FAULTS. APPEARS TO BE A BAD CARD. THE CAB SIGNALS KEEPS CYCLING AND DROPPING OUT, NOW HAVE CUT OUT	USE AS A DPU LEAD OR REMOTE. 1733CST-PMR/OMA		REPLACED CABLE, TESTED OKAY.  Ran CCS departure test three times,	
1/28/2007 17:28						HARMON ULTRA-CAB	FAULTS. APPEARS TO BE A BAD CARD. THE CAB SIGNALS KEEPS CYCLING AND DROPPING OUT, NOW HAVE CUT OUT	USE AS A DPU LEAD OR REMOTE.		REPLACED CABLE, TESTED OKAY.	3/24/2007

					ATC DROPS OUT IN A CLEAR SIGNAL IT				
		REPETETIVE FALSE TRIP /			IS NOW CUT OUT AND THEY ARE				_ , , _ ,
2/3/2007 11:30 UP	2439 MCBKC 03	915 CYCLING	9900	NO DEFECTS FOUND	RUNNING	ON ABSOLUTE BLOCK. BTD/OMA	MX283D	Performed monthly ATC test	2/13/200
		REPETETIVE FALSE TRIP /			REPORTED CAB SIGNALS CYCLING	MOVING ON ARCOUNTERLOCK		LOCK NUT ON THE APMLIFIER WAS	
2/7/2007 8:56 UP	9113 MNPPV 06	915 CYCLING	5401	AMPLIFIER	CONTINUOUSLY, CUT MP385.22, LARAMIE SUB.	MOVING ON ABSOLUTE BLOCK. RLD/OMA	NX284	LOOSE. RECALIBRATED. TESTED	2/21/2007
2/1/2007 0.30 01	3113 101011 7 00	313 CT CEING	3401	AWI EII IEK	REPORTED CAB SIGNALS DROPPING	REDIONIA	14/204	0000	2/21/2001
		REPETETIVE FALSE TRIP /			OUT CONTINUOUSLY, MP597, LARAMIE	CUTOUT CAB SIGNALS. ABSOLUTE			
2/17/2007 6:40 UP	4881 ZSCKC 16	915 CYCLING	5401	AMPLIFIER	SUB.	BLOCK. RLD/OMA	NX284E	recalibrated and tested ok	2/17/2007
					HAVE CUT OUT THE CAB SIGNALS	AND WOULD DROP OUT AND TAKE THE		CCS CIRCUIT BREAKER CYCLED,	
		AUDIBLE INDICATOR			ACCOUNT THE AUDIBLE INDICATOR IS	AIR ON THEM, CUT OUT MP 508 ON		TESTED OK. NO HISTORY.	
2/18/2007 5:38 UP	8324 ASJIH 14	913 DEFECTIVE	9900	NO DEFECTS FOUND	NOT WORK	THESIDNEYSUB. GGC/OMA	NX284E	SDK1/NOP	2/18/2007
								ATC pick-up high. Calibrated and tested	
		ALIDIDI E INDIGATOR			REPORTED CUTOUT CCS ACCT			both systems. No problem foundwith	
0/40/0007 45:001 ID	0004 40 1111 44	AUDIBLE INDICATOR	0000	NO DEFECTO FOUND	AUDIBLE INDICATOR INOPERATIVE,	A DDI ICATIONI DI DIOMA	NI7004	audio alarm. Needs 45 day once in	0/00/000
2/18/2007 15:36 UP	8324 ASJIH 14	913 DEFECTIVE	9900	NO DEFECTS FOUND	CAUSING PENALTY	APPLICATION. RLD/OMA	NZ021	house.	2/22/2007
		CCS DOES NOT FUNCTION			REPORTED CAB SIGNALS WENT DARK,				
2/19/2007 8:29 UP	2434 MCBKS 18	911 AT ALL	5401	AMPLIFIER	·	RLD/OMA	MX283D	Replaced E-PROM chip	2/23/200
2, 10, 2001 0.20 0.	2101 1102110 10	0111112	0.0.	7 22		11257011111		rtopiacou z i rtom omp	2,20,200
		LOADING PROBLEMS IN			HAD THE GRIDS CATCH ON FIRE, NOW	BRAKES CUT OUT, OKAY FOR POWER		replaced the whole stack grids and the	
2/19/2007 20:15 UP	6742 CBTNT9 13	820 DYNA MIC BRAKING	4005	GRIDS	HAVE THE FIRE OUT AND THE DYNAMIC	ONLY. GGC/OMA	NX284C	grid blower	3/2/2007
			· · · · · · · · · · · · · · · · · · ·		CCS CUT OUT ON THE CHEYENE SUB				
		REPETETIVE FALSE TRIP /			FOR DROPPING OUT AND GOING DARK,				
2/22/2007 9:40 UP	9040 MNPPV 21	915 CYCLING	5407	RELAYS	THEY	BTD/OMA	NX284S	changed out forces relay.	3/5/2007
					HAVE CUT OUT THE CAB SIGNALS	AT ALL OUT OUT AS STORES			
0/05/0007 00:00115	OFOE OWOND 22	OAO CAR CIONAL FOLURATAT	F 407	DELAYE	ACCOUNT THE WOULD NOT RESPOND	AT ALL, CUT OUT MP 874 ON THE	100040	react computer works dist	0/4/000
2/25/2007 23:00 UP	8505 QWCNP 23	910 CAB SIGNAL EQUIPMENT	5407	RELAYS	OR WORK	EVANSTON SUB. GGC/OMA	IY061S	reset computer worked ok	3/1/2007
		AUDIBLE INDICATOR			THE CCS AUDIBLE IS NOT WORKING UNIT IS NOW RUNNING ABSOLUTE				
2/28/2007 13:00 UP	2406 MCBKS 27	913 DEFECTIVE	9900	NO DEFECTS FOUND	BLOCK, BTD/OMA	Dispo	TP250S	CCS TESTED OK	3/17/2007
2/20/2007 13:00 OF	2400 WCBRS 21	913 DEI ECTIVE	9900	NO DEI ECTST COND	BEOCK. BTD/OWA	Dispo	172303	Replaced b/o ccs power supply. Cab	3/17/2001
					REPORTED CAB SIGNALS DROPPED			signals tested on pits after power supply	
		CCS DOES NOT FUNCTION			OUT MP306, SIDNEY SUBDIVISION,	ABSOLUTE BLOCKED. TRAIL UNTIL		chnged out. All systems checked out	
3/2/2007 8:17 UP	8492 QNPFRP 02	911 AT ALL	5420	HARMON ULTRA-CAB	CUTOUT	REPAIRED. RLD/OMA	RV323S	good.	3/9/200
								RF Unit has bad ATC, won't work at all.	
								Front end receivers were packed with	
								snow. Removed snow. Replaced burned	
					HAS BAD ATC WILL NOT WORK AT ALL,			out motion light. Recalibrated system and	
3/3/2007 9:30 UP	3039 MDMPR 02	910 CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	NOW HAVE CUT OUT. GGC/OMA		NZ021	performed 45 day inspection.	3/5/200
		DEDETETIVE FALSE TRID /			CAB SIGNALS WILL NOT CLEAR AFTER			shange out took 9 toot gord did 445 day.	
3/4/2007 14:42 UP	9093 GSVCCL 01	REPETETIVE FALSE TRIP / 915 CYCLING	5420	HARMON ULTRA-CAB	A RESTRICTED SIGNAL. NOW CUTOUT		NZ021	change out tack & test card did 445 day CCS tested good.	3/10/2007
3/4/2007 14:42 0F	9093 G3 VCCL 01	913CTCLING	3420	HARMON OLTRA-CAB	THE CAB SIGNALS KEEP DROPPING		INZUZ I	ccs out calibration = ccs elec recalibrated	3/10/200
					OUT, NOW HAVE CUT OUT AT MP 159			ccs tested & recalibrated okbars & ccs	
3/7/2007 9:50 UP	4881 MASNPX 04	910 CAB SIGNAL EQUIPMENT	5410	WIRING	ON THE	MARYSVILLE SUB. GGC/OMA	NX284S	inspected ok & tested ok	3/8/2007
								rf for dropping outout of calibration,	
					REPORTED CAB SIGNALS KEEP			adjusted pick up values, completed 45 day	
		REPETETIVE FALSE TRIP /			DROPPING OUT, CUT MP620 LARAMIE	MOVING ON ABSOLUTE BLOCK.		inspection, departure tested ok, ob and It	
3/10/2007 0:56 UP	3791 ZKCPD 08	915 CYCLING	5421	DDSP MODULE	SUBDIVISION.	RLD/OMA	NZ021	good	3/20/2007
								DE como in our 1 1 1 200 T 1 20	
								RF came in supplemented OK. Tech did	
						RLD/OMA 03/10 CAB SIGNALS TESTED		cab signal test again & checked OK again. Self load OK. 4371 H.P. Water temp. 176	
		REPETETIVE FALSE TRIP /			REPORTED CAB SIGNALS NOT	GOOD AT GNR, NO DEFECTS FOUND.		to 180. Lube oil press. 20/78. Fuel press.	
3/10/2007 2:43 UP	9767 MDVGR 09	915 CYCLING	9900	NO DEFECTS FOUND		RJB/GNR	B 372	60 / 50. CCP -1.5" 270 Milliamp.	3/23/2007
5. 15. 25. 10 01			2200				· -	no defects! unit cab signals were out of	5. 20, 200
					THE ATC SHOWS RESTRICTIVE WHEN			calibration, worked ccs o.k. once	
		CCS DOES NOT FUNCTION			IN GREEN TERRITORY, THEY ARE NOW			calibrated o.k. hp=4045 , ma=0.001,oil	
3/10/2007 21:40 UP	4207 QNPSKP 10	911 AT ALL	9900	NO DEFECTS FOUND	RUNNING	LEADER IN ATC TERRITORY. BTD/OMA	X 344D	psi=88, water temp.=189,oil temp=195,	3/30/2007
						WILL COME BACK ON, THEY ARE NOW			
					THE ATC LOOSES POWER FOR ABOUT	RUNNING ABSOLUTE BLOCK, DO NOT		ATC PICK UP AND DROP OUT VALUES	
3/10/2007 22:50115	2439 MCBKS 10	REPETETIVE FALSE TRIP /	E404	AMDI IEIED	4 SECONDS AND DUMPS THE AIR THEN		KAOOF	WAY OFF. CALIBRATE SYSTEMA ND	2/46/000
3/10/2007 23:50 UP	Z439 IVICBNO IU	915 CYCLING	5401	AMPLIFIER	WILL THE AIR KEEPS DUMPING AND SHOWS	BTD/OMA	KA005	TEST NO DEFECTS FOUND COMPUTER AUTOMATICALLY TURNS	3/16/2007
1 1 1					A CCS PENALTY EVEN WHEN THEY ARE	, -		ON CCSTO TRAIL CONVENTIONAL	
		10 AIR BRAKES	5906	POWER SUPPLE FAILURE	CUT	BTD/OMA	SP760	UNTIL WE GET PARTS,,	3/13/2007
3/11/2007 3:00 UP	5443LMSCWC 09 L	TOP WILL DIVINED	5500	. S.ZER SOLLEE LANGEORE			5. 750	RF cab signal penalty wouldn't clear up	5, 15,200
3/11/2007 3:00 UP	5443 MSCWC 09								•
3/11/2007 3:00 UP	5443 MSCWC 09								
3/11/2007 3:00 UP	5443 MSCWC 09							when cut in or cut out. ATC/CCS range was set too high for carrier. Calibrated	
3/11/2007 3:00 UP	5443 MSCWC 09				CAB SIGNAL PENALTY WOULD NOT			when cut in or cut out. ATC/CCS range	
3/11/2007 3:00 UP	9553 ABAWG 09	910 CAB SIGNAL EQUIPMENT		ANTENNA FAILURE	CAB SIGNAL PENALTY WOULD NOT CLEAR UP WHEN CUTIN OR CUTOUT. MECHANICAL	FORCES WERE NOTIFIED. CEL/OMA	NZ021	when cut in or cut out. ATC/CCS range was set too high for carrier. Calibrated	3/15/2007

								T		IDED ELECT TECH IIIA DI ATT	
3/13/2007 8:39	UP	4572 KG2LB 13	940	A.T.C.S. EQUIPMENT	5410	WIRING	CREW REPORTED THAT THE ATC KEEPS DROPPING OUT, CUTOUT AT MP 34 ON	GENEVA SUB. RUNNING ON ABSOLUTE BLOCK NOW. NEED TO TRAIL ONLY UNTILREPAIRED. LJE/OMA	JP016	PER ELECT TECH JIM PLATT - RECEIVER BARS WERE NOT WIRED CORRECTLY, THEY WERE CONNECTED IN PARALLEL INSTEAD OF SERIES. CCS WAS COMPLETED BY THE SAME PERSON AND ALL VALUES ARE THERE.	3/19/2007
3/13/2007 9:58 l	UP	8496 QNPFRP 13	915	REPETETIVE FALSE TRIP / CYCLING	5410	WIRING	THE CREW REPORTED THAT THE CCS KEEPS DROPPING OUT, CUTOUT AT MP 378	ON THE SIDNEY SUB. RUNNING ON ABSOLUTE BLOCK NOW. NEED TO TRAILONLY UNTIL REPAIRED. LJE/OMA	RV323S	toggle in wrong position	3/21/2007
				REPETETIVE FALSE TRIP /			REPORTED CAB SIGNALS CUTOUT ACCOUNT PICKED SIGNALS AT	COLUMBUS SUB. ABSOLUTE BLOCKED.	007000	replaced right reciever bar due to being damaged (bent),causing incorrect signal readings.ccs departure test passed.worked aiam,load tested, 4372 hp, 100% Ir, 300/300 for/rev, -1.3 ccp, 39 man	0/00/0007
3/14/2007 4:13 (	UP	5762 GSFMNS 13	915	CYCLING	5406	RECEIVER BARS	CROSSINGS, MP44.5	RLD/OMA	SP760D	psi, 175 wtr temp,184 oil tem	3/26/2007
3/15/2007 4:57 (	UP	5756 CLUCA9 13	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS KEPT GOING TO RESTRICTED, CUTOUT MP88,	HIAWATHA SUB. ABSOLUTE BLOCKED. RLD/OMA	NX284Y	h	3/17/2007
2/45/2007 7.40		4405 ONLIND 40	040	CAR CICAMA FOUNDMENT	5400	CONVENTED	THE CREW REPORTED THAT THE CAB SIGNALS KEEP DROPPING OUT,	MP 51 ON THE HIAWATHA SUB. RUNNING ON ABSOLUTE BLOCK NOW. NEED TOTRAIL ONLY UNTIL REPAIRED. LJE/OMA UPDATE 3/15 1210CST MARYSVILLEFG REPORTED THAT THE CCS WILL NOT TAKE THE AIR, STILL	NIVOGAG		246/2027
3/15/2007 7:18 (	UP	4435 QNLNP 13	910	CAB SIGNAL EQUIPMENT	5402	CONVERTER	CUTOUT AT	RUNNING ABSOLUTEBLOCK. LJE/OMA	NX284S	REPLACED CPU. TESTED GOOD  c/o cpu card on the harmon ultra cab 2,	3/16/2007
3/15/2007 8:43 <sub> </sub>	UP	5132 MNPWC 14	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	REPORTED CAB SIGNALS WENT TO RESTRICTED AND WILL NOT COME BACK.	CUTOUT CCS MP874. RLD/OMA	SP760	ccs departure tested good, load test 4034 hp, 100% lr, 904 rpm, 1143 mgv, 2472 mga, 711 grid v, 1-3 desteps, 1106 dbfld a, 20/60 oil psi,-2" ccp,ok	3/20/2007
							DEPORTED ATO TRAIN CONTROL HAS	LILOPEED WILLIOTLE WORKS OK		RF ATC has no horn indication between	
				REPETETIVE FALSE TRIP /			REPORTED ATC TRAIN CONTROL HAS NO HORN INDICATION BETWEEN 23 &	HI SPEED WHISTLE WORKS OK. CUTOUT ATC MP147, CLINTON SUB.		23 - 28 mph. Speedo head not operating properly. Replaced speedo head and	
3/15/2007 20:13 l	UP	3020 MEAPR 15	915	CYCLING	9203	RECORDER	38 MPH.	ABSOLUTEBLOCKED. RLD/OMA	NZ021	performed 45 day inspection.	3/16/2007
3/16/2007 2:53 (	IP.	7229 CLUBT9 14	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS KEEP DROPPING FROM CLEAR TO RESTRICTED, CUTOUT	MP55.11 HIAWATHA SUB. ABSOLUTE BLOCKED. RLD/OMA	NX284E	CABS SIGNALS CHECKED OUT OK	3/18/2007
6/ 16/2001 2:00		.220 0200.0	0.0		0000	52. 20.0. 00.15	CAB SIGNALS KEEP DROPPING OUT		10.2012	57.125 G.G.W.125 G.Y.25 G.Y. G.Y.	6/16/2001
3/19/2007 21:10 (	UP	4247 MRONP 19	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	WHEN PASSING BLOCK SIGNALS, MP885,	EVANSTON SUBDIVISION. CUTOUT CAB SIGNALS. RLD/OMA	NX284S	out cal.reset tested ok	3/20/2007
				DEDETETIVE EALOR TOIL			THE CAB SIGNALS KEEP CYCLING AND	MP 150 SO MORRILL SUB, HAVE			
3/20/2007 10:05 (	UP	5970 CNARR 19	915	REPETETIVE FALSE TRIP / CYCLING	5406	RECEIVER BARS	DROPPING OUT, NOW HAVE CUT OUT AT	ABSOLUTE BLOCK ESTABLISHED. GGC/OMA	NX284C	BOTH BARS Repaired	3/21/2007
2/20/2007 24.421	ī.	9220 CCVCCT 20	044	WILL NOT ACKNOWLEDGE	F400	CONVERTER	REPORTED CAB SIGNALS CUTOUT ACCOUNT WON'T ACKNOWLEDGE.	RLD/OMA	NX284S	ccs power supply b/o , CHANGED PWR SUPPLY, calibrated o/k	4/40/2007
3/20/2007 21:42 (	UF	8220 GSY6ST 20	914	WILL NOT ACKNOWLEDGE	5402	CONVERTER	ACCOUNT WON'T ACKNOWLEDGE.	AT MP 143 ON THE S. MORRIL SUB.	NAZ043	SUFFLT, Calibrated 0/K	4/19/2007
							THE CREW REPORTED THAT THE CAB	RUNNING ON ABSOLUTE BLOCK			
3/21/2007 17:25 (	UP	6041 2CNAWX 20	910	CAB SIGNAL EQUIPMENT	5431	CPU MODULE	SIGNALS KEEP DROPPING OUT, CUTOUT AT	NOW.NEED TO TRAIL ONLY UNTIL REPAIRED. LJE/OMA	NX284G	Pit c/o CCS CPU	3/22/2007
3/22/2007 0:33	UP	5715 3CEBJK9 20		REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	REPORTED CUTOUT CAB SIGNALS ACCOUNT KEEPS DROPPING OUT. MP2038 KEARNEY	SUBDIVISION. RLD/OMA	NX284C	Per Harmon Rep: The unit"s wheel size was entered wrong into the Cab Signal system. Cab sticker indicated size42 wheels and CCS was programmed to size40. CCS was reprogrammed to size42. Unit passed both CNW and UP De	4/4/2007
					_						
3/22/2007 4:27 (	UP	4477 ACYRO 21	915	REPETETIVE FALSE TRIP / CYCLING	5412	CUT OUT SWITCH	REPORTED CAB SIGNALS DROPPING OUT, MP900, EVANSTON SUBDIVISION. CUTOUT	CAB SIGNALS, ABSOLUTE BLOCKED. RLD/OMA	MX283S	CHANGED POWER SUPPLY CHANGED #1 FUEL INJECTOR ML,3 ,MEG 4.6 , BATT 73.4 HP- 4040 ,LP 100% WATER TEMP 165 N8 MANO -4.5 IN	3/27/2007
				REPETETIVE FALSE TRIP /	-		CCS WAS CUT OUT AT PELTON NE DUE	NOW CUT OUT AND PLINNING		CPU MODULE CALIBRATION SWITCH IN CAL MODE, SWITCHED BACK AND	
3/24/2007 13:30 [	UP	5928 CBMWI 23	915	CYCLING	5431	CPU MODULE		ABSOLUTE BLOCK. BTD/OMA	NX284E	WORKS GOOD	3/24/2007
3/26/2007 2:54 l	IP	2436 MCBKS 25	011	CCS DOES NOT FUNCTION AT ALL	5402	DECODER	REPORTED ATC TRAIN CONTROL DROPPED OUT MP228.5 BOONE SUB. CUTOUT	ABSOLUTE BLOCKED. RLD/OMA	MX283S	Changed Filter card and tested ATC/CCS. There is no Filter Card ect inselectable close out codes. Repairs made in yards.	3/30/2007
5/20/2001 2.04 C	·	2 100 11100110 20	911		0-100		1001001	, LEGICOTE DECORED. RED/OW/		15.555 out oddoo. Tropano made in yards.	5/55/2001

								1
		REPETETIVE FALSE TRIP /		THE CCS WILL NOT PICK UP UNTIL UNIT	CAB SIGNALS HAVE BEEN CUT OUT AND THEY ARE NOW RUNNING		Adjusted receiver bar height. Completed full cab signal test and load tested unit. Passed both tests. Loat test values: 4003 HP, 100% load pot, H2O temp 184, CCP -	
3/28/2007 13:20 UP	3791 QNPCH 28		5406 RECEIVER BARS	IS RIGHT ON TOP OF THE SIGNAL	ABSOLUTEBLOCK. BTD/OMA	JP016	1.5, CAV 215, MGV 2479, MGA 1282	4/4/200
				THE CCS HAS BEEN CUT OUT DUE TO				
3/29/2007 13:20 UP	6811 CJRWI 27	REPETETIVE FALSE TRIP / 915 CYCLING	9900 NO DEFECTS FOUND	FALSE CYCLING AT DARR NE, THEY ARE	NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	NX284W	NO DEFECTS FOUND	4/3/200
0,20,2001 10.20 01	33.1. 33.11. 2.	0.0000000000000000000000000000000000000	NO DEL 2010 1 00112	,	rf for flase trips, went darkfound loose	10.20111	rf for flase trips, went darkfound loose	., 0, 200
					cards (seated/ tightened), adjusted pick up		cards (seated/ tightened), adjusted pick up	
3/29/2007 16:30 UP	9093 MPREA 29	REPETETIVE FALSE TRIP / 915 CYCLING	5407 RELAYS	THE ATC DROPPED OUT AND WOULD NOT COME BACK ON LINE. BTD/OMA	and drop out, 45 day inspection done, ob and It ok	NZ021	and drop out, 45 day inspection done, ob and It ok	4/2/200
3/29/2007 10.30 OF	9093 MFREA 29	913 CTCLING	9407 RELATS	THE ATC WILL NOT ACKNOWLEDGE	and it or	INZUZI	and it or	4/2/200
				THEY ARE NOW CUT OUT AND TRAIN IS				
3/30/2007 5:50 UP	4038 MCHNP 29	914 WILL NOT ACKNOWLEDGE	5906 POWER SUPPLE FAILURE	RUNNING	ABSOLUTE BLOCK. BTD/OMA	RV323S	no defects found	4/4/200
		AUDIBLE INDICATOR		THE AUDIBLE INDICATOR TO THE CCS	BEEN CUT OUT AND ARE NOW RUNNING ABSOLUTE BLOCK, DO NOT		AUDIBLE NOT WORKING / C/O ADU /	
3/30/2007 17:20 UP	8324 QRVNP 27		5408 AUDIBLE INDICATOR	DOES NOT WORK, CAB SIGNALS HAVE	USE AS ALEADER. BTD/OMA	RV323S	PASSED CCS TEST	4/11/200
				REPORTED CUTOUT CAB SIGNALS				
4/1/2007 4:42 UP	5011 IOAG2 27	REPETETIVE FALSE TRIP / 915 CYCLING	5420 HARMON ULTRA-CAB	ACCOUNT INOPERATIVE. ABSOLUTE BLOCKED.	RLD/OMA	NZ005	Replaced GPO 004 card.	4/3/200
4/1/2007 4.42 UP	5011 IOAG2 27	913 CTCLING	3420 HARMON OLTRA-CAB	BLOCKED.	RED/OWA	INZUUS	Inspected, calibrated, and tested cab	4/3/200
							signals. Other than being out of	
							calibration, no other defects found.	
		REPETETIVE FALSE TRIP /		THE CAB SIGNALS DROPPED OUT AND NEVER WOULD COME BACK UP, NOW	CLIT OLIT AT MD 140 ON THE		Replaced DIO for D -contact failure . Load tested- Oil/25-80, Wtr/ 182, -4" vacuum,	
4/1/2007 10:55 UP	4044 AROCER 31		5420 HARMON ULTRA-CAB	HAVE	CUT OUT AT MP 140 ON THE MARYSVILLE SUB. GGC/OMA	NX284	4000 hp,.	4/5/200
				HAD THE GRIDS CATCH ON FIRE, NOW			1555 14.7	., .,
				HAVE THE FIRE OUT AND HAVE CUT	THE DYNAMIC BRAKES, OKAY FOR			
4/1/2007 11:00 UP	7577 RROSD 30	821 NO LOAD IN DYNAMIC	1005 GRIDS	OUT THE CAB SIGNALS DROPPED OUT AND	POWER ONLY. GGC/OMA	AX345C	REPLACED 2 B/O GRIDS IN STACK 2	4/15/200
				WILL NOT RESPOND, NOW HAVE CUT	AT MP 50 ON THE SO MORRILL SUB.		Cab signals were out of calibration, recalibrated and they are working ok now	
4/2/2007 9:40 UP	7083 2CWIBM 29	910 CAB SIGNAL EQUIPMENT	5420 HARMON ULTRA-CAB	OUT	GGC/OMA	NP162	04/04/2007 @np162	4/4/200
				REPORTED CAB SIGNALS NOT PICKING				
4/2/2007 2:00 LID	EZCO MNIDDO 04	CCS DOES NOT FUNCTION		UP 2 CONSECUTIVE BLOCKS, CUTOUT MP925.	ADSOLUTE DI OCKED, DI DIOMA	UP002	check ccs no defects found / check bars	4/2/200
4/3/2007 2:00 UP	5762 MNPRO 01	911 AT ALL	9900 NO DEFECTS FOUND	MP925.	ABSOLUTE BLOCKED. RLD/OMA ABSOLUTE BLOCKED.	UP002	and wiring / ok	4/3/200
					RLD/OMACalibrated ATC to pick-up (375	)		
					drop-out (335). CCS to (550,470). Both		Calibrated ATC to pick-up (375) drop-out	
				REPORTED ATC TRAIN CONTROL	were set too high. 45 day inspection &		(335). CCS to (550,470). Both were set	
		CCS DOES NOT FUNCTION		CUTOUT ACCOUNT ATC WOULD NOT	departure test complete12meg/2ma leakage, -3 ccp, 4029 hp, 29/57 op, ob and	It	too high. 45 day inspection & departure test complete12meg/2ma leakage, -3	
4/7/2007 11:00 UP	3834 IGSG2X 04		5431 CPU MODULE	PICK UP.	good	NZ021	ccp, 4029 hp, 29/57 op, ob and It good	4/9/200
					COULD NOT GET THE ENGINE			
4/9/2007 9:13 UPY	693 LVR06 09	STARTING SYSTEM INOP. 745 REASON UNK.	5005 BRUSHES	LATE REPORT - NO CALL TO RF DESK - DISPATCHER REPORTS THE CREW	STARTED. UNIT IS DIC. 0913CST- PMR/OMA @ DBJ	X 344P	REPLACED BRUSHES IN AUX- GENERATOR	4/16/200
4/9/2007 9.13/01 1	033 EVICO 03	745 INLAGON GIAL.	DOOS BINGGINES	CAB SIGNAL FAILURE AT MILE POST 148		7 3441	GENERATOR	4/10/200
				ON THE SOUTH MORRILL SUB. NOW			CCS WORKING FINE HAD TO CUT IT	
4/10/2007 21:12 UP	5681 CJRSH 10	910 CAB SIGNAL EQUIPMENT	5410 WIRING	ситоит.	CEL/OMA	NX284E	BACK IN	4/11/200
		CCS DOES NOT FUNCTION		REPORTED ATC WOULD NOT TEST, DO			Amplifier was turned all the way up,	
4/12/2007 6:30 UP	9046 IMVCSR 11		5401 AMPLIFIER	NOT USE IN LEAD IN ATC TERRITORY.	ADDED ENGINE TO POINT. RLD/OMA	NZ005	adjusted, tested CCS, p/u & drop out okay.	4/13/200
							REPLACED THE CO-43 CARD,	
					MP966.5 EVANSTON SUB. ABSOLUTE		PERFORMED NOTCH-8 STALL TEST, REPLACED RADAR HEAD AND THE #1	
					BLOCKED. RLD/OMA4/21/07 - NO LOAD		COOLING FAN FUSES. NO DEFECTS	
					ACCOUNT OF TCC#1 FAULTS. GRAND		FOUND FOR CCS PROBLEM. LOAD	
		000		REPORTED CAB SIGNALS WENT DARK,	ISLAND FG HAS CUT OUTTCC#1. UNIT IS	3	TESTED GOOD. OIL PRESSURE	
4/12/2007 17:21 LID	8248 GSTROV 09	CCS DOES NOT FUNCTION 911 AT ALL	MODULE 5504 CARD/MICROPROCESSOR	UNABLE TO GET BACK ON. CUTOUT	NOW LOADING 60% ONLY. 1432CST-PMR/OMA	NIVOOAS	34/76psi, FUEL PRESS 89/87psi, VAC -	4/26/200
4/12/2007 17:21 UP	0240 G31NOV 09	SIININL	DOUT ONID/IMIGNOPROCESSOR	CAB SIGNALS, THE CAB SIGNALS KEEP CYCLING AND	I INITY OWA	NX284S	4in, 4300hp,	4/26/200
		REPETETIVE FALSE TRIP /		DROPPING OUT, NOW HAVE CUT OUT	MP 75.5 ON THE SOUTH MORRILL SUB.			
4/12/2007 18:20 UP	6870 CPWNA 08	915 CYCLING	5420 HARMON ULTRA-CAB	AT	GGC/OMA	NP162	recalibrated	4/22/200
		REPETETIVE FALSE TRIP /		THE CAB SIGNALS KEEP CYCLING AND	AT MP 64.1 ON THE COUNCIL BUILDER	1		
4/13/2007 4:58 UP	4351 MNPVP 12		1601 AIR HOSES	DROPPING OUT ON THEM, NOW HAVE CUT	AT MP 64.1 ON THE COUNCIL BLUFFS SUB. GGC/OMA	WX817	ok	4/21/200
., 15,255. 1.555	.55.1 12	3.50		REPORTED CAB SIGNALS WILL NOT			CHECKED SYSTEM & RECALIBRATED	.,21,250
		CCS DOES NOT FUNCTION		PICK UP AT ALL, CUTOUT AND			SYSTEM CHECKED OK HP=4032	
4/13/2007 11:27 UP	4207 QNLNP 11	911 AT ALL	5401 AMPLIFIER	ABSOLUTE BLOCKED	TO NORTH PLATTE. RLD/OMA	X 344E	WT=186 OI PRES. 26/75	4/20/200
		REPETETIVE FALSE TRIP /		REPORTED CUTOUT CAB SIGNALS ACCOUNT DROPPING OUT, MP473.5.		1	found amp. plug loose. tested system all	
4/13/2007 14:14 UP	9555 MRONP 12		5401 AMPLIFIER	SIDNEY SUB.	ABSOLUTE BLOCKED. RLD/OMA	NX284S	ok for service	4/14/200
			1	1	1	1 0 . 0	1	

4/13/2007 14:36	UP	9173 ASHAS 12	REPI 915 CYCI	PETETIVE FALSE TRIP /	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS WON'T ACKNOWLEDGE, CUT MP135, CHESTER SUBDIVISION.	ABSOLUTE BLOCK. RLD/OMA	C 009	TESTED NO DEFECTS FOUND	4/14/2007
4/14/2007 1:00	UP	4160 MNPHK 12	REPI 915 CYCI	PETETIVE FALSE TRIP /	5410	WIRING	THE CAB SIGNALS WAS CYCLING AND STARTED DROPPING OUT, NOW HAVE CUT	OUT AT MP 601 ON THE LARAMIE SUB. GGC/OMA	OX591	REPAIRED PIN #8 PLUG 8D RECEPTACLE ==C/O MFIO MODULEIN CCS AND CALIBRATED TESTED CCS LOAD AND DRAG TESTED UNIT WITH NO OTHER DEFECTS FOUND	4/17/2007
4/14/2007 7:26		6802 GSOSTH 12		DOES NOT FUNCTION		NO DEFECTS FOUND	REPORTED CAB SIGNALS DO NOT PICK UP ON CCS TERRITORY, WORKED OK WHEN	SELF TESTING, ABSOLUTE BLOCKED. RLD/OMAFOUND CCS CALIBRATION SWITCH IN CALIBRATE POSITION//TESTED O.K.PLM/GDI	NX118	FOUND CCS CALIBRATION SWITCH IN "ON" POSITION, CORRECTED, TESTED O.K.	4/14/2007
4/16/2007 22:27	UP	7256 CSBMR9 16	910 CAB	S SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS DROPPED TO RESTRICTED AND WOULD NOT CLEAR. ABSOLUTE	BLOCK ESTABLISHED AT MILEPOST 134.4 ON THE SOUTH MORRILL SUB.CEL/OMAA	NX284E	FOUND CCS IN CALIBRATE MODE. SELF TEST OK. NO DEFECTS, NO HISTORY.SDK/NOP RF ATC won't acknowledge & not getting	4/17/2007
4/20/2007 19:55	UP	2962 MEAPR 20	914 WILL	L NOT ACKNOWLEDGE	5407	RELAYS	HAVE CUT OUT THE ATC ACCOUNT IT WILL NOT ACKNOWLEDGE & IS NOT GETTING	ANY HIGH SPEED WHISTLE. CUT OUT MP 202.2 ON THE BOONE SUB. GGC/OMA	NZ021	high speed whistle. Master relay loose. Secured relay and performed 45 cab signal day inspection. Oil=19/68, CC=-3.22, HP=3015, mA=2.31	4/21/2007
4/21/2007 3:15	UP	6844 MGRNP 20	910 CAB	S SIGNAL EQUIPMENT		MODULE CARD MICROPROCESSOR	CAB SIGNALS CUT OUT AT MP 509.5 ACCOUNT THEY KEEP CYCLING ON THEM	AND WILL NOT ACKNOWLEDGE. GGC/OMA	NX284W	repaired	4/21/2007
4/25/2007 3:00	UP	9718 MPREA 24	REPI 915 CYCI	PETETIVE FALSE TRIP / CLING	5441	60/100 HZ REC. FILTER PCB	THE ATC WAS CUT OUT DEFECTIVE DUE TO NOT PICKING UP A CLEAR SIGNAL	THROUGH TWO CONSECUTIVE BLOCKS, THEY ARE NOW CUT OUT AND TRAIN ISRUNNING UNDER ABSOLUTE BLOCK. BTD/OMA	NZ021	RF ATC WAS CUT OUT DEFECTIVE DUE TO NOT PICKING UP A CLEAR SIGNAL. Replaced filter board and recalibrated ATC from 495/405 to 380/300. Performed 45 day inspection. Oil=20/68, CC=-3.55, HP=4389, mA=5.14	4/28/2007
4/25/2007 21:00	UP	5533 IG2LBX 24	AUDI 913 DEFE	DIBLE INDICATOR ECTIVE	5906	POWER SUPPLE FAILURE	THE CCS HAS BEEN CUT OUT DUE TO NO AUDIBLE INDICATION AND TRAIN IS	NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	JP016	REPLACED AUDIBLE BOX=CHECK ALERTER=LOAD TEST POWER TEST=4400-HP-100%LOAD POT-FWRD- REV-300-AMPS-LUBE OIL PRESSURE- 28-84-PSI-FUEL PRESSURE-65-45-PSI- WATER TEMP-190-LUBE OIL TEMP206- HEADER-34-78-PSI-CCP0.01-MANIFOLD PRESSURE	5/3/2007
4/26/2007 3:30	LID	5504 QEWWC 23		OMATIC BRAKE WONT	1606	BRAKE VALVE	THE AIR BRAKES HAVE MALFUNCTIONED THE COMPUTER SHOWS CAB SIGNAL		SP760	wabtec performed mods FMI 444,FMI 468, FMI 450 and also uploaded all new software to 4.8,ran air self test 3 times ok, load tested 4499 hp, 18/90 oil psi, 100 %lr, 181 wt temp, -4"ccp, tms had proper trative effort in pwr	, , 4/29/2007
4/26/2007 22:50		5225 KG1LA 26		DOES NOT FUNCTION		RECEIVER BARS	THE CAB SIGNALS KEPT DROPPING OUT THEY ARE NOW CUT OUT AND TRAIN	IS RUNNING ABSOLUTE BLOCK DO NOT USE AS A LEADER. BTD/OMA	NX284S	REPLACED BAD RECEIVER BARS, CHANGED logic rack. RECALIBRATED & TESTED OKAY.	5/23/2007
4/27/2007 23:24		2324 MPSSF 27		S SIGNAL EQUIPMENT		CUT OUT SWITCH	TRIPPING PC WITH CAB SIGNALS CUTIN. AIR WILL NOT RECOVER WITH CAB	SIGNALS CUTOUT. TRAIL ONLY.	SP760S	CCS NOT PROPERLY CUT OUT OR IN. RECOVERED "PC" OK. ISOLATED UNIT AIR TEST OK.CHANGED AIRBAGS AND FILTERS FOR "RM" SMOKE VIOLATOR. OPACITY TEST GOOD.LT GOOD.	
4/29/2007 20:20	UP	9818 MKCAS 29	910 CAB	S SIGNAL EQUIPMENT	5512	SWITCHES	CAB SIGNALS WILL NOT LET THE PC RECOVER. EITHER CUTIN OR CUTOUT.	TRAIL ONLY UNTILREPAIRED. CEL/OMA	MX283S	repairs made by josh slaght ccs mag valve/all tested ok air test complete/air recovers everytime after penalty control run applied water 185 turbo 42# oil press n8 80# idle 20# mano -4 fuel 65 idle 55 n8	5/6/2007
4/30/2007 16:50	UP	2979 MPRCB 29	910 CAB	S SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	HAVE CUT OUT THE ATC AT MP 258.4 OVER SPEED WAS SET TO LOW & KEEPS	PUTTING THEM INTO A PENALTY. GGC/OMA	NX001	ATS WAS CUT IN, CUT OUT AND SET UP ATC CORRECTLY. EVERYTHING TESTED OK. OVERSPEED GOES OFF AT 76MPH.	5/1/2007
4/30/2007 20:22	UP	2984 MCLMT 30	CCS 911 AT A	S DOES NOT FUNCTION	5401	AMPLIFIER	REPORTED ATC WENT DARK, MP34, CLINTON SUBDIVISION. CUTOUT ATC.	RLD/OMA	NZ021	RF ATC went dark at Clinton Subdivision, cutout ATC. Found bad connection at amplifier. Repaired amplifier. Performed successful 45 day inspection. Oil=21/72, CC=-4.66, HP=3012, mA=3.52,	5/5/2007

		CCS DOES NOT FUNCTION			REPORTED CUTOUT CAB SIGNALS ACCOUNT WHEN GETTING				
5/1/2007 22:17 UP	5467 MHONP 28	911 AT ALL	5421	DDSP MODULE	RESTRICTED LITE DROPS	OUT. RLD/OMA	NX284S	c/o ddsp module, recalibrated tested o/k	5/2/2007
5/2/2007 11:10 UP	9718 QNPPR 01	REPETETIVE FALSE TRIP / 915 CYCLING	5420	HARMON ULTRA-CAB	GETTING CLEAR WAY SIDE SIGNALS BUT THE ATC SHOWS AS RESTRICTIVE ALL	THE TIME, NOW HAVE CUT OUT AT MP 197 ON THE BOONE SUB. GGC/OMA	NZ021	found cpu loose, 45 day inspection performed, all test good	5/8/2007
5/3/2007 2:30 UP	2246 MKCDM 01	REPETETIVE FALSE TRIP / 915 CYCLING	9900	NO DEFECTS FOUND	REPORTED ATC WENT TO PENALTY ACCOUNT CCS BREAKER TRIPS, CUTOUT	ATC. MP349.5 OMAHA SUBDIVISION. RLD/OMA05/08/07 - NOW UNIT WILL NOT LOAD, HUNTING. RY/OMA	TP250	Ran CCS test with no problems Change out engine governor for hunting Hp 3790 Op 22 idle 78 notch 8 -9vac MA .34	5/12/2007
3/3/2007 2.30 0F	2240 MINGDIN 01	AUDIBLE INDICATOR	9900	NO DEI ECTOT OUND	CREW REPORT NO AUDIBLE ON CCS.NOW CUTOUT. NOW RUNNING ON	CCS PROBLEM AT NX208, MP187.	17230	changed aspect dispaly acct speaker	3/12/2007
5/3/2007 7:05 UP	5147 MNPEW 03	913 DEFECTIVE	5404	ASPECT DISPLAY	ABSOLUTE BLOCK UNIT WAS REPORTED BY DISPATCH AS	0705CST LAP/EMD	B 372	defective, tested-ok	5/9/2007
5/5/2007 4:31 UP	4360 MWCDA 03	GROUND RELAY LOCK OUT 612 IN POWER	4308	ARMATURE	HAVING GROUND RELAY FAULT; NO OTHER	INFORMATION WAS AVAILABLE AS THE CREW WAS NOT ON UNIT RED/EMD	TP250	c/o #5 tm acct armature grounded4032 hpop 23 idle 80 n82.0 vacma .31 CCS dropping out, pick-up too	5/9/2007
5/6/2007 22:25 UP	9040 QPRNP 05	REPETETIVE FALSE TRIP / 915 CYCLING	5401	AMPLIFIER	REPORTED CAB SIGNALS DROPPING OUT, CUTOUT AND ABSOLUTE BLOCKED. CREW REPORTS CAB SIGNALS	MP53, COLUMBUS SUBDIVISION. RLD/OMA.Trail per MC COOK,no parts.	NZ021	lowchanged amplifiercalibrated and tested good. 45 day completed. Notch #8 oil press.86 H2O temp 194 fuel press 48 Man1.41 HP. 4040 MA. 258 Meg. 15 Notch #1 load 300.  Igpi module was found bad,replaced card	5/11/2007
5/7/2007 23:56 UP	3916 QWCNP 05	CCS DOES NOT FUNCTION 911 AT ALL	E420	HARMON ULTRA-CAB	DROPPED OUT AT MP907- NOW CUTOUT.2356CST.LAP/EMD		NX284S	ccs tested ok after repairs , cab signals working proper at this time	5/9/2007
3/1/2007 23.30 UF	3910 QWCNF 03	STIALACE	5420	HARWON OLI RA-CAD	CREW REPORTS ATC NOT WORKING	05/08/07 UNIT IS NOW RUNNING ABSOLUTE BLOCK DUE TO CAB	NA2043	FAST TRACKED FOR ATC/CCS///// out of calibration. re-calibrated and tested	5/9/2007
5/8/2007 3:30 UP	4287 MNPPR 05	912 ASPECT OUT	5905	ANTENNA FAILURE	@MP230.0330CST.LAP/EMD.	SIGNALFAILURE BKT/EMD	NX284S	good	5/11/2007
5/8/2007 9:54 UP	2439 ABAWG 05	910 CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CAB SIGNALS FAILED, CUT OUT NOW NX281. DDM/OMA		NZ021	Changed "EM" cardfile and emi filter boardCalibrated and tested good. ATC and CCS inspected. 45 day completed on both systems. everything is operating correctly.	5/18/2007
5/8/2007 11:28 UP	8239 MSSNP 07	910 CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CREW ADVISES ATC SYSTEM DOES NOT FUNCTION, MILE POST 194 ON THE	MASON CITY SUBDIVISION, WILL NOT TURN ON. RY/OMA	NZ005	None	6/1/2007
5/9/2007 9:41 UP	2989 WMOPES 09	910 CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	CREW REPORTS ATC RESTRICTED AND FROZE THERE, NOT ABLE TO RECOVEER, CUT	rf cs trouble atc way out of calibration, adjusted p/up and drop out values, 45 day inspection completed26/54 oil psi, 59/51 fuel psi, 3021 hp, 17 meg, 2 ma lkge, -1 mar rdngob and lt ok	NZ021	rf cs trouble atc way out of calibration, adjusted p/up and drop out values, 45 day inspection completed26/54 oil psi, 59/51 fuel psi, 3021 hp, 17 meg, 2 ma lkge, -1 man rdngob and lt ok	5/20/2007
5/13/2007 8:30 UP	7062 MNYNPX 13	910 CAB SIGNAL EQUIPMENT	5433	POWER SUPPLY MODULE	CAB SIGNALS WILL NOT RESPOND OR WORK AT ALL, NOW HAVE CUT OUT AT	MP 506.5 EAST BOUND ON THE SIDNEY SUB. GGC/OMA	NX284G	replaced pwr supply, ok now.	5/14/2007
5/13/2007 19:12 UP	8144 CMUSM1 13	912 ASPECT OUT	5420	HARMON ULTRA-CAB	CAB SIGNALS WENT DARK AND PLACED TRAIN IN PENALTY, OCURRED NX335.	DDM/OMA	WD640D	replaced ddsp and cpu	6/3/2007
5/14/2007 10:50 UP	4563 MCHNP 13	910 CAB SIGNAL EQUIPMENT	5408	AUDIBLE INDICATOR	UNITS ATC MALFUNCTIONING CODE VHKL709 WONT RESET, UNIT IS RUNNING	ABSOLUTE BLOCK AT THIS TIME BKT/EMD	NX284	replaced the csa. tested good. 4000hp, vac -2in, 183 water temp,	5/16/2007
5/17/2007 3:54 UP	8513 ZLAMN3 16	811 ENGINE REVS UP - NO LOAD	5420	HARMON ULTRA-CAB	UNIT WAS IN CAB SIGNAL PENALTY, WOULD NOT CLEAR, DISABLED CAB SIGNAL, UNIT	WOULD NOT LOAD, TRIED CYCLING ECB,APCB AND CCB; RED/EMD	X 344D	found the ddsp module left in monitor mode, retested and recalibrated ccsok load and power tested ok readings 4301-hp == ma-1.2 load pot -100%	5/21/2007
					KEEPS GETTING A PENALTY APPLICATION AND SHOWS CAB SIGNAL	PRESENT AND WILL NOT RESET, CREW INDICATED THAT THE CAB SIGNALS ARECUT OUT AND HAVE BEEN ALL		cab signal checked out by ge rep,all cab signal tests departure ect. checked out ok,possible penalty caused by another unit in consist, load testok 4500 hp, 100%lr, 190 wtr,30/96 oil,-4.4 ccp,72.4	t
5/19/2007 7:35 UP	7604 QEWWC 17	902 DPU PENALTY APPLICATION	5508	27 POINT CABLE	PENALTY STILL	ALONG. GGC/OMA	SP760S	battv,tractive effort replaced iarp (independent air brake	5/23/2007
540/2027 53 1117	5004 M00W0 40			DDAKE VALVE	TRIPPED CAB SIGNAL PENALTY WHILE OPERATING AS A LEAD DPU UNIT,	NOT CLEAR, DO NOT USE IN DPU	0.0700	portion) performed air brake test good, loadtested good, 4500hp, oil temp 185, water termp 184, tested cab signal good	F (00 /05 -
5/19/2007 20:14 UP	5394 MSCWC 18	910 CAB SIGNAL EQUIPMENT	1606	BRAKE VALVE	COULD TRIPPED CAB SIGNAL PENALY FAULT	SERVICE UNTIL REPAIRED. RY/OMA	SP760	and tested dpu good. GOOD UNIT	5/23/2007
5/19/2007 20:14 UP	5395 MSCWC 18	910 CAB SIGNAL EQUIPMENT	9600	FAILURE DELIVERED OFFLINE		run in none ccs area	SP760S	ge rep.super tac ele look at problem ok	5/27/2007
5/20/2007 3:37 UP	8042 CLESM 18	CCS DOES NOT FUNCTION 911 AT ALL	9900	NO DEFECTS FOUND	CAB SIGNAL GOES INTO PENALTY AND CAN'T BE CLEARED RED/EMD	Repaired at Grand Island by Forman General	NX284W	NO DEFECTS FOUND REPAIRED AT G.I,.	5/29/2007

					CCS WENT DARK AND WILL NOT COME				
		CCS DOES NOT FUNCTION			BACK ON LINE, NOW RUNNING	BLOCK, DO NOT USE AS A LEADER			
5/21/2007 1:00 UP	8203 2CJRPL 17	911 AT ALL	5430	TVO MODULE	ABSOLUTE	UNTIL REPAIRED. BTD/OMA	NX284S	c/o power supply and tvo, recalibrated	5/21/2007
					CREW REPORTED UNIT WILL NOT LOAD				
		LOADING PROBLEMS IN			. ENGINEER STATED THAT WHEEL	FAULT MESSAGE ACTIVE AND WILL NOT			
5/22/2007 22:03 UP	8163 CEYMS9 20	810 POWER	6903	MISMATCH	MISMATCH	RESET. UNIT IS ISOLATED. MKK/EMD	KP643	TURN ALL FOR MISSMATCH	6/4/2007
								opened all ccs related cabinets and	
								inspected for decfects (no defects were	
								found per GE rep request to perform a	
					THE CAB SIGNALS KEEP TAKING THE			ccs 45 day inspection all tedted good + air	
					AIR, WHEN YOU CUT THEM OUT THEY	STILL TAKE A FALSE HIT AND TAKING		testd was performed and pass It unit 4400	
5/24/2007 10:30 UP	5699 MNPWC 20	10 AIR BRAKES	9900	NO DEFECTS FOUND	WILL	THE AIR AGAIN. GGC/OMA	SP760	hp stall tested and	5/29/2007
						CAME BACK UP BUT STILL WOULD NOT			
					THE CAB SIGNALS DROPPED OUT AND	WORK PROPERLY, NOW HAVE CUT OUT	1		
					WENT DARK, RESET THE BREAKER	ATMP 100N THE SOUTH MORRILL SUB.		C/O GPO-005, AND CPU CARDS.	
5/24/2007 15:40 UP	7273 CBMPW 23	910 CAB SIGNAL EQUIPMENT	5429	GPO 005 MODULE	AND THEY	GGC/OMA	NX284C	WORKS OK	6/1/2007
						PENALTY AND WILL NOT RESET. THE			
						CAB SIGNALS WAS CUT OUT AT THE			
						TIMETHIS HAPPENED, TRIED CUTTING			
						THEM AND IT STILL WOULD NOT			
						RESET,THEN FOR SOME REASON IT			
						CHANGED THE AIR BRAKE SETUP TO			
					CAN NOT RESET THE BRAKES AND IS	TRAIL ANDCUTOUT WITH THE FEED			
5/25/2007 10:00 UP	7617 QFRNPP 23	20 AIR COMPRESSOR	9900	NO DEFECTS FOUND	GETTING AN INDICATION CAB SIGNAL	VALVE SETTING AT 60 LBS. GGC/OMA	NX284S	ccs was cut in tested inspected all ok	5/27/2007
						WAS SHUTDOWN ACCOUNT OF A FUEL			
						LEAK IN THE ENGINE COMPARTMENT			
		EVONE OUR PORT				ON THEENGINEER'S SIDE. ALSO HAS		DED LIDED ELIEL LINE DIQUE II A O	
- /oo /ooo- 4 oo 4 up	000-	ENGINE SHUT DOWN - BAD		=,,=,,,,,=0	LATE REPORT - NO CALL TO RF DESK -	FUEL ON THE WALKWAYS. 0409CST-	D) (0000	REPAIRED FUEL LINE RIGHT # 4 @	0///000=
5/28/2007 4:09 UP	6385 QPWRV 27	212 FUEL LEAK	3503	FUEL LINES	DISPATCHER REPORTS THE ENGINE	PMR/OMA	RV323S	LEAKING / GOOD OUTBOUND	6/1/2007
					REPORTED CAB SIGNALS FAILED TO			Technician performed selftest CCS	
		CCS DOES NOT FUNCTION			PICK UP, CUTOUT MP197.5 ABSOLUTE	51.5/6144		reading pickup 550 dropout 450.GOOD	0/0/000
5/31/2007 18:14 UP	3916 MNPEW 31	911 AT ALL	9900	NO DEFECTS FOUND	BLOCKED.	RLD/OMA	LS372S	TEST!	6/3/2007
					DEDODTED CAR SIGNALS			n.r. elect reset computer for cab signal and	
		DEDETETIVE FALCE TOUS			REPORTED CAB SIGNALS		1	perf. a departure test and a pick up/drop	
6/2/2007 2:45 U.D	5272 MNPRV 01	REPETETIVE FALSE TRIP / 915 CYCLING	0000	NO DEFECTS FOUND	INOPERATIVE, CUTOUT AND ABSOLUTE BLOCKED.	RLD/OMA	DV222C	out test and all was good and passed. RF	C/E/2027
6/2/2007 3:15 UP	DZ1Z WINPKV UT	915 CYCLING	9900	NO DEFECTS FOUND	DLUCKED.	KLD/UNA	RV323S	sould be appealed	6/5/2007

5/20/2007 10:21 INSPECT	CAB SIGNAL	CCS air test done by TD Shaw	UP	6527	
5/29/2007 19:21 INSPECT	CAD SIGNAL	BARS AND WIRING	UP	0327	
5/29/2007 19:32 INSPECT	CAB SIGNAL	OK.	UP	5651	
0,20,2001 10102 11101 20 1	0.12 0.0.0.2	Found J-304 plug			
		loose. Tightened plug			
		Cab signals now			
		see ind. brake			
5/29/2007 21:31 INSPECT	CAB SIGNAL	application.	UP	4511	Χ
5/29/2007 22:54 INSPECT	CAB SIGNAL	ok	UP	7253	
5/30/2007 0:29 INSPECT	CAB SIGNAL	B2B Defect Deferred.	LID	6577	
3/30/2007 0.29 INSF ECT	CAD SIGNAL	GE SERVICE	OF .	0377	
5/30/2007 0:39 INSPECT	CAB SIGNAL	SHEET: 3224193	UP	5952	
		GE SERVICE			
5/30/2007 3:31 INSPECT	CAB SIGNAL	SHEET: 3191125	UP	6676	
		EMP FORGOT TO			
		SIGN NOW ON			
E/00/0007 0.00 INIODEOT	CAR CIONIAL CONIAL	REST DAYS - WORK	LID	0050	
5/30/2007 3:38 INSPECT 5/30/2007 6:50 INSPECT	CAB SIGNAL C&NW CAB SIGNAL	COMPLETED DONE	UP UP	9053 5964	
5/30/2007 6:50 INSPECT	CAB SIGNAL	done	UP	6616	
5/30/2007 7:02 INSPECT	CAB SIGNAL	done	UP	6703	
3/30/2307 7.32 II <b>V</b> 31 E31	O/ID GIGITALE	REPLACE A BAD	0.	0700	
		TVO TESTED AND			
		REWCALIBRATED			
5/30/2007 10:52 INSPECT	CAB SIGNAL	OK. SEE MCS	UP	7393	Χ
		ser and eng. brake			
		pressure switch was			
5/00/0007 40.55 INCDEOT	OAD OLONIAL	notchanged outat	LID	4500	
5/30/2007 10:55 INSPECT 5/30/2007 13:14 INSPECT	CAB SIGNAL CAB SIGNAL	triannually ccs tested ok	UP UP	4506 6659	
5/30/2007 13.14 INSPECT	CAB SIGNAL	GE SERVICE	OF .	0009	
5/30/2007 13:42 INSPECT	CAB SIGNAL	SHEET: 3405920	UP	6542	
0,00,200. 101.2.110. 201	0,12 0.0.0.2	022000020			
		HAS A BAD			
		PRESSURE SWITCH			
		ON INDEPENDENT			
		BRAKE CARDS NOT			
		REGISTERING			
		WHEN BRAKE IS			
		APPLIED CHANGED GPI MODULE AND			
5/30/2007 16:30 INSPECT	CAB SIGNAL	TVO	UP	4511	Х
5/31/2007 0:20 INSPECT	CAB SIGNAL	SEE MCS	UP	6577	^
5/31/2007 0:47 INSPECT	CAB SIGNAL	DONE	UP	5952	
5/31/2007 2:05 INSPECT	CAB SIGNAL	DONE.	UP	6676	
		EMP FORGOT TO			
		SIGN FORGOT TO			
		SIGN NOW ON REST DAYS - WORK			
5/31/2007 6:43 INSPECT	CAB SIGNAL C&NW	COMPLETED	UP	9053	
3/31/2007 0.43 INOI ECT	CAD SIGNAL CRIVI	GE SERVICE	61	3033	
5/31/2007 10:05 INSPECT	CAB SIGNAL	SHEET: 3487368	UP	7162	
		GE SERVICE			
5/31/2007 10:44 INSPECT	CAB SIGNAL	SHEET: 2950258	UP	6616	
5/31/2007 10:44 INSPECT	CAB SIGNAL	Done - J Vinyard.	UP	7232	
5/31/2007 11:06 INSPECT	CAB SIGNAL	CCS DONE.	UP	6064	
E/24/2007 14:25 INCDECT	CAR CICNIAL	SPEED INDICATOR	LID	4517	
5/31/2007 11:25 INSPECT	CAB SIGNAL	#1713371	UP	4517	
5/31/2007 14:07 INSPECT	CAB SIGNAL	Done, see workscope	LIP	7151	
5.5.72667 1 1.07 11401 201	J. ID GIGITALE	Right Bar Bracket			
5/31/2007 14:11 INSPECT	CAB SIGNAL	Bent - Applied New.	UP	4604	Χ
-		GE SERVICE			
5/31/2007 14:11 INSPECT	CAB SIGNAL	SHEET: 3466852	UP	6659	
5/31/2007 14:20 INSPECT	CAB SIGNAL	see mcs	UP	6542	
5/31/2007 14:24 INSPECT	CAB SIGNAL	done by R Buchanan	UP	9327	

5/31/2007 18:26 INSPECT	CAB SIGNAL	completed cab signal was done by Mr J Moreno // no badge to sign off ccs	UP	6019	
		// temporary badge			
5/31/2007 19:53 INSPECT	CAB SIGNAL	was printed less than 24hrs SPPED	UP	3917	
		INDICATOR#167656			
5/31/2007 22:23 INSPECT	CAB SIGNAL	4	UP	3936	
		GE SERVICE			
5/31/2007 23:40 INSPECT	CAB SIGNAL	SHEET: 3234739 CAN NOT BE USED AS A CCS LEADER	UP	6577	
6/1/2007 3:12 INSPECT	CAB SIGNAL	AFTER 01/29/07 SPEED INDICATOR	UP	2515	
6/1/2007 3:57 INSPECT	CAB SIGNAL	#1712815	UP	4476	
6/1/2007 4:15 INSPECT	CAB SIGNAL	done	UP	7162	
6/4/2007 0:24 INSPECT	CAR SICNIAL	GE SERVICE	UP	6064	
6/1/2007 9:34 INSPECT	CAB SIGNAL	SHEET: 3236216 BARS ARE OK, COULD NOT DO INSPECTION IN- HOUSE BECAUSE	UP	6064	
6/1/2007 9:58 INSPECT	CAB SIGNAL	OF AIR BRAKE PROBLEMS.	UP	7216	
6/1/2007 10:06 INSPECT	CAB SIGNAL	NULL	UP	5304	
		GE SERVICE			
6/1/2007 10:39 INSPECT	CAB SIGNAL	SHEET: 3182540	UP	7151	
6/1/2007 12:48 INSPECT	CAB SIGNAL	see workscope	UP	5865	
6/1/2007 13:12 INSPECT	CAB SIGNAL	done.	UP	6539	
6/1/2007 13:52 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3645578 WIRES IN	UP	7255	
		JUNCTION BOX ARE NOT ON A TERMINAL BOARD started but did not finish. few more to bolt to gether and all			
6/1/2007 17:15 INSPECT	CAB SIGNAL C&NW	to tape all relays except master relay are due for change. dates on them are 01/29/01 new ones sitting in tool room, except the RP-LP could not find	UP	9053	
6/1/2007 17:52 INSPECT	CAB SIGNAL	one in stock.	UP	2515	
6/1/2007 18:05 INSPECT	CAB SIGNAL	NULL BACKET	UP	4784	
6/1/2007 18:38 INSPECT 6/1/2007 21:15 INSPECT	CAB SIGNAL CAB SIGNAL	ON THE PACKET NULL GE SERVICE	UP UP	6849 4581	
6/1/2007 22:16 INSPECT	CAB SIGNAL	SHEET: 2838730	UP	5865	
6/1/2007 22:46 INSPECT	CAB SIGNAL	ccs done. REPLACED POWER	UP	7255	
6/2/2007 3:28 INSPECT	CAB SIGNAL	SUPPLY this is the wrong form for the atc it needs to be for the (OLD STYLE ATC with the	UP	8271	Х
6/2/2007 3:40 INSPECT	CAB SIGNAL C&NW	RELAYS) GE SERVICE	UP	9053	
6/2/2007 11:46 INSPECT	CAB SIGNAL	SHEET: 3519063 GE SERVICE	UP	6849	
6/2/2007 14:22 INSPECT	CAB SIGNAL	SHEET: 3450397 CCS Cutout Serial #	UP	7305	
6/2/2007 15:27 INSPECT	CAB SIGNAL	1831552. Changed Out R	UP	9743	
6/2/2007 15:27 INSPECT	CAB SIGNAL	Receiver Bar.	UP	3276	Χ

		no power going to ccsunable to			
6/2/2007 17:32 INSPEC	T CAB SIGNA	REPLACED CCS	UP •	3258	
6/2/2007 17:45 INSPEC	T CAB SIGNA	,	VP UP	4800	Х
6/2/2007 20:04 INSPEC 6/3/2007 3:40 INSPEC			UP UP	6795 7305	
6/3/2007 3:51 INSPEC			d en, e UP	3276	×
6/3/2007 6:05 INSPEC	T CAB SIGNA		UP	7334	
6/3/2007 10:50 INSPEC 6/3/2007 14:29 INSPEC				2476 6795	
		ddsp card was not in logic unit when opened for inspection seal was gone. put a ddsp in unit, worked after third reset of	on. a		
6/3/2007 14:59 INSPEC	T CAB SIGNA	AL system	UP	5682	
		PASSES DEPARTURE TEST UP & CNW. FAILS PICK UP -DROP OI ON CNW. DROP OUT IS BELOW 32! FAULT CODES IDENTIFY CPU ANI DECODER CARDS	JT 5. D		
6/3/2007 17:06 INSPEC	T CAB SIGNA	AL BOTH NIS.  WILL NOT CUT CN  MODE IN === turne	UP W	9681	X
		CNW switch on, no	d		
6/3/2007 18:50 INSPEC 6/3/2007 18:50 INSPEC		CNW switch on, no defects found	d UP UP	8058 7522	
		CNW switch on, no defects found AL  32V OK. Bar Circuit Ok @ FT - TC In Equip Box. Swappe Master Relay, Amplifier, 75 Decod & All 4 Neutral	UP UP d		
	T CAB SIGNA	CNW switch on, no defects found AL  32V OK. Bar Circuit Ok @ FT - TC In Equip Box. Swappe Master Relay, Amplifier, 75 Decod & All 4 Neutral Relays. SuspectTim AL Is B/O?	UP UP d		X
6/3/2007 18:50 INSPEC	T CAB SIGNA	CNW switch on, no defects found AL  32V OK. Bar Circuit Ok @ FT - TC In Equip Box. Swappe Master Relay, Amplifier, 75 Decod & All 4 Neutral Relays. SuspectTim AL Is B/O? GE SERVICE	UP UP d er er	7522	x
6/3/2007 18:50 INSPEC	T CAB SIGNA T CAB SIGNA T CAB SIGNA	CNW switch on, no defects found AL  32V OK. Bar Circuit Ok @ FT - TC In Equip Box. Swappe Master Relay, Amplifier, 75 Decod & All 4 Neutral Relays. SuspectTim Is B/O? GE SERVICE SHEET: 3163824 LEFT/COIL IS B/O NEED AL RPLACEMENT.	UP UP d er UP	7522 3276	×
6/3/2007 18:50 INSPEC 6/3/2007 20:40 INSPEC 6/3/2007 20:40 INSPEC	T CAB SIGNA  T CAB SIGNA  T CAB SIGNA  T CAB SIGNA	CNW switch on, no defects found AL  32V OK. Bar Circuit Ok @ FT - TC In Equip Box. Swappe Master Relay, Amplifier, 75 Decod & All 4 Neutral Relays. SuspectTim Is B/O? GE SERVICE AL SHEET: 3163824 LEFT/COIL IS B/O NEED AL RPLACEMENT. GE SERVICE	UP UP d er er UP UP	7522 3276 7334	

		2/04/07 cab signal retested: ADU seal 2012505, Logic seal 2012638, Air c/o seal 2012506 & C/O switch			
6/3/2007 22:59 INSPECT	CAB SIGNAL	seal 2013494 GE SERVICE	UP	4852	
6/4/2007 3:39 INSPECT	CAB SIGNAL	SHEET: 3074891	UP	7219	
6/4/2007 7:14 INSPECT	CAB SIGNAL	ok	UP	2281	
6/4/2007 8:32 INSPECT 6/4/2007 9:14 INSPECT 6/4/2007 10:40 INSPECT 6/4/2007 11:28 INSPECT 6/4/2007 13:18 INSPECT 6/4/2007 13:43 INSPECT 6/4/2007 13:46 INSPECT 6/4/2007 14:15 INSPECT	CAB SIGNAL CAB SIGNAL CAB SIGNAL CAB SIGNAL CAB SIGNAL CAB SIGNAL CAB SIGNAL CAB SIGNAL CAB SIGNAL	ser and eng brk press sws are due change out pass triannual done THAT TIME GE SERVICE SHEET: 3330610 COMPLETED GE SERVICE SHEET: 3810144 Signed off in MCS	UP UP UP UP UP UP	4104 6512 9329 6837 7223 6769 5932	
		ok	UP	2281	
6/4/2007 14:15 INSPECT	CAB SIGNAL	See maint tasks	UP	7219	
6/4/2007 18:35 INSPECT	CAB SIGNAL	WIRING FROM CCS TIMER TO THE LIU IS ALL OK. TIMER IS WORKING PROPERLY.PROBLE M IS IN THE BRAKING COMPUTER. CCS RUNS THROUGH ALL TEST UNTIL YOU GET TO PENALITY THEN THE TIMER GIVES PROPER SIGNAL TO LIU,THE BRAKING COMPUTER WILL NOT RESPOND PROPERLY AT -	UP	9329	
6/4/2007 18:35 INSPECT	CAB SIGNAL	visually inspected	UP	4822	
6/4/2007 19:12 INSPECT	CAB SIGNAL	DONE receiver bars inspected by JTGreen - he did not	UP	6837	
6/4/2007 19:12 INSPECT	CAB SIGNAL	sign off	UP	3365	
6/4/2007 19:44 INSPECT	CAB SIGNAL	DONE	UP	6769	
6/4/2007 21:24 INSPECT	CAB SIGNAL	ok CORRECTED OUT OF	UP	2281	
6/4/2007 21:44 INSPECT	CAB SIGNAL ATC	ADJUSTMENT FAILED	UP	2504	
6/5/2007 3:51 INSPECT	CAB SIGNAL ATC		UP	2504	
6/5/2007 3:57 INSPECT	CAB SIGNAL	ON PAPERWORK no test equipment	UP	6881	
6/5/2007 5:56 INSPECT	CAB SIGNAL	available	UP	4070	
6/5/2007 5:56 INSPECT	CAB SIGNAL	replaced csa module GE SERVICE	UP	7557	X
6/5/2007 13:03 INSPECT	CAB SIGNAL	SHEET: 3486012	UP	6881	

		180 pick up data can't get right data (180' 548,589,677 and drop out data 459,501,588) (FRA data is 450-550- 650)120 is 546 and 453, 75 is 621 and 499. Need to move unit and please, test			
6/5/2007 13:52 INSPECT	CAB SIGNAL	for CCS. DOES NOT APPLY! UNIT EQUIPPED WITH "EL" CAB	UP	9668	
6/5/2007 21:01 INSPECT	CAB SIGNAL C&NW	SIGNALS ONLY. UP- sent to shop (	UP	2350	
6/5/2007 22:26 INSPECT	CAB SIGNAL	Jeff Lubash)	UP	7211	
6/5/2007 22:36 INSPECT	CAB SIGNAL	DONE.	UP	7255	
		This Unit Is Equipped With MICROCAB			
6/5/2007 22:36 INSPECT	CAB SIGNAL C&NW	COMPOSITE actual inspection date	UP	9506	
6/5/2007 22:41 INSPECT	CAB SIGNAL	03/07/2006	UP	5456	
6/5/2007 23:08 INSPECT	CAB SIGNAL	changed out ccs bars checked receiver bars	UP	5577	Χ
6/6/2007 0:37 INSPECT	CAB SIGNAL	ok	UP	7261	

						REPORTED CAB SIGNALS NOT PICKING UP 2			check ccs no defects found / check bars and	
4/3/2007 2:00 UP	576	2 MNPRO 01	911	CCS DOES NOT FUNCTION AT ALL	9900 NO DEFECTS FOUND	CONSECUTIVE BLOCKS, CUTOUT MP925.	ABSOLUTE BLOCKED. RLD/OMA	UP002	wiring / ok	4/3/2007
									CHECKED SYSTEM & RECALIBRATED	
						REPORTED CAB SIGNALS WILL NOT PICK UP			SYSTEM CHECKED OK HP=4032 WT=186 OI	
4/13/2007 11:27 UP	420	7 QNLNP 11	911	CCS DOES NOT FUNCTION AT ALL	5401 AMPLIFIER	AT ALL, CUTOUT AND ABSOLUTE BLOCKED	TO NORTH PLATTE. RLD/OMA	X 344E	PRES. 26/75	4/20/2007
									FOUND CCS IN CALIBRATE MODE. SELF	]
						CAB SIGNALS DROPPED TO RESTRICTED	BLOCK ESTABLISHED AT MILEPOST 134.4 ON		TEST OK. NO DEFECTS, NO	
4/16/2007 22:27 UP	725	6 CSBMR9 16	910	CAB SIGNAL EQUIPMENT	9900 NO DEFECTS FOUND	AND WOULD NOT CLEAR. ABSOLUTE	THE SOUTH MORRILL SUB.CEL/OMAA	NX284E	HISTORY.SDK/NOP	4/17/2007
						CREW REPORT NO AUDIBLE ON CCS.NOW				
						CUTOUT. NOW RUNNING ON ABSOLUTE	CCS PROBLEM AT NX208, MP187. 0705CST		changed aspect dispaly acct speaker defective,	
5/3/2007 7:05 UP	514	7 MNPEW 03	913	AUDIBLE INDICATOR DEFECTIVE	5404 ASPECT DISPLAY	BLOCK	LAP/EMD	B 372	tested-ok	5/9/2007
									CCS dropping out, pick-up too lowchanged	
									amplifiercalibrated and tested good. 45 day	
									completed. Notch #8 oil press.86 H2O temp 194	
						REPORTED CAB SIGNALS DROPPING OUT,	MP53, COLUMBUS SUBDIVISION.		fuel press 48 Man1.41 HP. 4040 MA. 258 Meg.	
5/6/2007 22:25 UP	904	0 QPRNP 05	915	REPETETIVE FALSE TRIP / CYCLING	5401 AMPLIFIER		RLD/OMA.Trail per MC COOK,no parts.	NZ021	15 Notch #1 load 300.	5/11/2007
						CCS WENT DARK AND WILL NOT COME	BLOCK, DO NOT USE AS A LEADER UNTIL			
5/21/2007 1:00 UP	820	3 2CJRPL 17	911	CCS DOES NOT FUNCTION AT ALL	5430 TVO MODULE	BACK ON LINE, NOW RUNNING ABSOLUTE	REPAIRED. BTD/OMA	NX284S	c/o power supply and tvo, recalibrated	5/21/2007
						DEPORTED OUR CLOUD OF AU ED TO PLOY			T	
						REPORTED CAB SIGNALS FAILED TO PICK			Technician performed selftest CCS reading	
5/31/2007 18:14 UP	391	6 MNPEW 31	911	CCS DOES NOT FUNCTION AT ALL	9900 NO DEFECTS FOUND	UP, CUTOUT MP197.5 ABSOLUTE BLOCKED.	RLD/OMA	LS372S	pickup 550 dropout 450.GOOD TEST!	6/3/2007
									n r alast react computer for eah signal and parf a	]
						DEPORTED CAR CICNIAL C INCREDIATIVE			n.r. elect reset computer for cab signal and perf. a	
0/0/2007 2:45 UD	507	2 MNPRV 01	045	REPETETIVE FALSE TRIP / CYCLING	9900 NO DEFECTS FOUND	REPORTED CAB SIGNALS INOPERATIVE, CUTOUT AND ABSOLUTE BLOCKED.	RLD/OMA	RV323S	departure test and a pick up/drop out test and all	0/5/0007
6/2/2007 3:15 UP	527	Z WINPRV U1	915	REPETETIVE PALSE TRIP/ CYCLING	9900 NO DEFECTS FOUND	CUTOUT AND ADSOLUTE BLOCKED.	KLD/OWA	K V 3 2 3 5	was good and passed. RF sould be appealed	6/5/2007