



U.S. Department
of Transportation

**Federal Railroad
Administration**

1120 Vermont Avenue, NW
Washington, DC 20590

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

JUN 20 2007

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 an opportunity for review and comment. Thank you.

Sincerely,

Roberta J. Stewart
Trial Attorney and Counsel to Safety Board
Federal Railroad Administration

Stewart, Roberta <FRA>

From: LASCHWER@up.com
Sent: Friday, June 08, 2007 3:09 PM
To: Stewart, Roberta <FRA>
Cc: JCESTES@up.com; DTDALLEY@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



FRA 60 Day
Inspection Defects.xls (27 KB)



Absolute



Road Failures

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.

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ABSOLUTE BLOCK

Fail Tmst	Initial	Number	Train	Initial Fail Code	Initial Fail Desc	Final Fail Code	Final Fail Desc	Fail Desc	Supplemental Text	Repair Crc7	Repair Text	Repair Date
10/29/2005 2:32	UP	2989	EPRG3 28	911	CCS DOES NOT FUNCTION AT ALL	5412	CUT OUT SWITCH	CCS IS NOT LETTING AIR RECOVER. RUNNING ABSOLUTE BLOCK RESTICTED.CEL/OMA	nis	NZ021	applied out ack horn and changed speedo head system checks good eng run load test good	11/5/2005
10/31/2005 8:15	UP	5554	MRONP 30	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	REPORTED CAB SIGNALS CUTOUT ACCOUNT INOPERATIVE. ABSOLUTE BLOCK OUT	OF RAWLINS. RLD/OMA	NX284S	replaced defective gp004.tested and calibrated ok.	11/1/2005
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	12/15/2005
12/28/2005 20:49	UP	6641	CTVNA 23	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CAUSING PENALTY. RUNNING ABSOLUTE BLOCK UNTIL REPAIRED.	CEL/OMA	NP162	TESTED AND RE-CALIBRATED, NO DEFECTS FOUND.	2/20/2006
1/4/2006 14:08	UP	9153	MNPKS 04	912	ASPECT OUT	5508	27 POINT CABLE	REPORTED CAB SIGNALS WENT DARK. RUNNING ABSOLUTE BLOCK NOW. TRAIL ONLY.	CEL/OMA	NX284S	CCS ELECTRICIAN INSPECTED BARS AND SYSTEM WAS CALIBRATED. NO DEFECTS FOUND WITH SYSTEM AFTER INSPECTION.	1/7/2006
1/8/2006 9:45	UP	3956	ILBNOB 03	912	ASPECT OUT	9900	NO DEFECTS FOUND	CCS CUT OUT DUE TO GOING DARK KEARNEY SUB MP171 RUNNING ABSOLUTE	BLOCK INTO NOP DO NOT USE AS A LEADER IN CCS TERRITORY UNTILREPAIRED. BTD/OMA 9:50 CST	TP250	tested ccs with no defects found.	2/18/2006
1/9/2006 16:39	UP	5417	ZSCKC 08	913	AUDIBLE INDICATOR DEFECTIVE	5408	AUDIBLE INDICATOR	REPORTED CAB SIGNALS WORK BUT NO AUDIBLE. RUNNING ABSOLUTE BLOCK. CEL/OMA	TRAIL ONLY	NZ021	reset system ran depature test several times works ok	1/26/2006
1/14/2006 8:30	UP	4472	MNPNA 13	915	REPETETIVE FALSE TRIP / CYCLING	5403	DECODER	CCS CUT OUT FOR CYCLING ON SIDNEY SUB MP491 RUNNING ABSOLUTE BLOCK	DO NOT USE AS A LEADER IN CCS TERRITORY UNTIL REPAIRED. BTD/OMA	OX591	c/o ddsp module account ccs cycles	1/17/2006
4/10/2006 22:45	UP	6741	2CBMFK 09	915	REPETETIVE FALSE TRIP / 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
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 up.....calibrated atc and ccs, 45 day inspectioncompleted (jack hamilton)....outbounded and load tested good	7/5/2006
6/22/2006 2:36	UP	9504	MAXPB 22	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS HAVE A CONSTANT ALARM. WILL NOT RESET. RUNNING ABSOLUTE	BLOCK NOW ON THE MONROE SUB AT MILEPOST 578. TRAIL ONLY IN CAB SIGNALTERRITORY. CEL/OMA	X 344E	COMPLETED CCS TEST, CALIBRATION, ETC..... NO DEFECTS FOUND.	7/2/2006
7/20/2006 10:27	UP	4081	MNPST 17	915	REPETETIVE FALSE TRIP / CYCLING	5406	RECEIVER BARS	CAB SIGNALS CUTOUT ON THE SIDNEY SUB. ABSOLUTE BLOCK ESABLISHED.	TRAIL ONLY UNTIL REPAIRED. CEL/OMA7/23/06 - INTERMITTENT WHEEL SLIP LIGHT COMES ON IN DYNAMIC BRAKES.NO FAULTS AND NOTHING IS TRIPPED. ALL WHEELSARE TURNING FREELY. DYNAMICBRAKES ARE NOW CUTOUT DEFECTIVE. 0520CST-PMR/OMA	RV323S	CHANGED CPU & RECEIVER BARS	7/28/2006
7/26/2006 13:28	UP	5178	MFRNP 23	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED	AT MILEPOST 417.5 ON THE SIDNEY SUB. CEL/OMA	NX284S	CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK.	8/3/2006
8/2/2006 20:14	UP	4884	AMLRAR 01	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE	BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA	JP016S	CAB SIGNALS TESTED. NO PENALTY APPLICATION.	8/12/2006
8/7/2006 5:38	UP	4246	ACYRO 06	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST	964 ON THE EVANSTON SUB. TRAIL UNTIL REPAIRED. CEL/OMA	KP643	TESTED OK WITH CAB SIGNALS ON AND OFF	8/10/2006
9/7/2006 12:28	UP	9131	MGICB 07	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS WOULD DROP OUT EVERY TIME PASSING A BLOCK. NOW WILL NOT	COME BACK ON AT ALL. CUTOUT NOW AT MILEPOST 85 ON THE COLUMBUS SUB.TRAILIN CAB SIGNAL TERRITORY UNTIL REPAIRED. CEL/OMA	NX001	could not induce fault	9/8/2006
9/13/2006 6:19	UP	9206	UGLSE 12	912	ASPECT OUT	5504	MODULE CARD/MICROPROCESSOR	CAB SIGNAL RESTRICTIVE ASPECT LIGHT IS BURNT OUT. ABSOLUTE BLOCK	ESTABLISHED AT MILEPOST 84 ON THE PORTLAND SUB. TRAIL IN CAB SIGNALTERRITORY UNTIL REPAIRED. CEL/OMA	NX284S	replaced aspect unit tested ok	9/22/2006
9/27/2006 7:53	UP	4044	QNPSKP 27	915	REPETETIVE FALSE TRIP / CYCLING	5404	ASPECT DISPLAY	REPORTED CAB SIGNALS KEEP DROPPING OUT, CUTOUT, ABSOLUTE BLOCK.	MP142, KEARNEY SUB. RLD/OMA	OX591S	RANN ALL CHECKS ON CCS COMPLETED 45 DAY CCS ALL TEST GOOD	10/8/2006
10/27/2006 10:31	UP	9030	WNECYB 24	915	REPETETIVE FALSE TRIP / CYCLING	5505	RELAYS	REPORTED CAB SIGNALS KEEP DROPPING OUT. ABSOLUTE BLOCKED AND CUTOUT	CCS. MP362 SIDNEY SUB. RLD/OMA.....rf for cab signals dropping out.....changed amplifier and master relay, calibrated ok, 45 day insp done, ob and lt good	NZ021	rf for cab signals dropping out.....changed amplifier and master relay, calibrated ok, 45 day insp done, ob and lt good	11/15/2006
1/9/2007 8:02	UP	9056	MEAPR 08	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	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
2/28/2007 13:00	UP	2406	MCBKS 27	913	AUDIBLE INDICATOR DEFECTIVE	9900	NO DEFECTS FOUND	THE CCS AUDIBLE IS NOT WORKING UNIT IS NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	Dispo	TP250S	CCS TESTED OK	3/17/2007
4/1/2007 4:42	UP	5011	IOAG2 27	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	REPORTED CUTOUT CAB SIGNALS ACCOUNT INOPERATIVE. ABSOLUTE BLOCKED.	RLD/OMA	NZ005	Replaced GPO 004 card.	4/3/2007

FRA 60 DAY INSPECTION DEFECTS

STAT_ENTR_TMST	VERB_DESC	NOUN_DESC	CMNT_DESC	EQMT_INIT	EQMT_nbr	Defect
5/24/2007 1:34	INSPECT	CAB SIGNAL	on packet	UP	6883	
5/24/2007 1:35	INSPECT	CAB SIGNAL	GE SERVICE			
			SHEET: 3199288	UP	6721	
			HAD C361 FAULT			
			UPON			
5/24/2007 1:36	INSPECT	CAB SIGNAL	ARRIVAL...CLEARED		5082	
5/24/2007 1:37	INSPECT	CAB SIGNAL	AND TESTED SAT	UP		
			REPLACED CPU.	UP	7315	X
			GE SERVICE			
5/24/2007 5:05	INSPECT	CAB SIGNAL	SHEET: 3654660	UP	5765	
5/24/2007 5:34	INSPECT	CAB SIGNAL	SEE MCS	UP	6004	
			Reduced			
			maintenance			
			inspection, CCS			
			inspection not			
5/24/2007 11:07	INSPECT	CAB SIGNAL	required.	UP	3938	
			Replaced defective			
5/24/2007 11:20	INSPECT	CAB SIGNAL	74v power supply	UP	8075	X
			C&NW pick up and			
			drop out values were			
			out of range and			
5/24/2007 11:20	INSPECT	CAB SIGNAL	unable to calibrate.	UP	9787	
5/24/2007 12:14	INSPECT	CAB SIGNAL	no rear PU on unit	UP	3737	
			cab signals worked by			
			doug rock-paper work			
			signed-given to steve			
			serroque-computer			
			sign off okd by			
			manager william			
5/24/2007 14:34	INSPECT	CAB SIGNAL	spencer	UP	9677	
5/24/2007 14:35	INSPECT	CAB SIGNAL	changed out converter	UP	3298	X
			GE SERVICE			
5/24/2007 14:35	INSPECT	CAB SIGNAL	SHEET: 3467551	UP	7278	
5/24/2007 14:53	INSPECT	CAB SIGNAL	k	UP	2347	
			ACTED AS THOUGH			
			i HAD			
			INTERFERENCE....S			
			TILL CALIBRATED			
5/24/2007 15:47	INSPECT	CAB SIGNAL	OK	UP	3424	
5/24/2007 19:22	INSPECT	CAB SIGNAL	SEE MCS	UP	6533	
			B/O CCS PARTS			
5/24/2007 19:22	INSPECT	CAB SIGNAL	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.	UP	4859	
			GE SERVICE			
5/24/2007 21:36	INSPECT	CAB SIGNAL	SHEET: 2912470	UP	6809	
			worked by b beatty at			
5/24/2007 22:25	INSPECT	CAB SIGNAL	derrick	UP	8421	
5/24/2007 22:25	INSPECT	CAB SIGNAL	NULL	UP	3430	
			GE SERVICE			
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	

FRA 60 DAY INSPECTION DEFECTS

		tried C MPU, CPU, DDSP and power supply to try to fix it but still have CHK 737			
5/25/2007 4:27 INSPECT	CAB SIGNAL	alm. Ran out of time.. UP	8279	X	
		GE SERVICE			
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 UP	8285		
		GE SERVICE			
5/25/2007 14:30 INSPECT	CAB SIGNAL	SHEET: 3185289 UP	7315		
		GE SERVICE			
5/25/2007 15:18 INSPECT	CAB SIGNAL	SHEET: 3344204 UP	7110		
		GE SERVICE			
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	CAB SIGNAL	done UP	5957		
5/25/2007 22:20 INSPECT	CAB SIGNAL	NIS(5377245) UP	9693	X	
		AIR CUTOUT			
		COMPUTER			
5/25/2007 22:42 INSPECT	CAB SIGNAL	CINTROLLED UP	5893		
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 UPY	718	X	
		GE SERVICE			
5/26/2007 2:33 INSPECT	CAB SIGNAL	SHEET: 3412606 UP	6533		
		Power outage in			
		KCMO at 18:30 the			
		MCS satation are			
		down EMP is unable			
5/26/2007 2:33 INSPECT	CAB SIGNAL	sign off there work. UP	5284		
		GE SERVICE			
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 UP	6675		
		GE SERVICE			
5/26/2007 11:08 INSPECT	CAB SIGNAL	SHEET: 3708422 UP	6706		
		had wrong cpu cmpu			
		software for the ddsp			
		applied new cpu and			
		cmpu evrything			
5/26/2007 11:17 INSPECT	CAB SIGNAL	worked fine UP	8279	X	
5/26/2007 14:05 INSPECT	CAB SIGNAL	Done - K Lenz. UP	6686		
		GE SERVICE			
5/26/2007 14:15 INSPECT	CAB SIGNAL	SHEET: 3749140 UP	7175		
5/26/2007 14:46 INSPECT	CAB SIGNAL	see mcs UP	6505		
		Parts (amplifier) on			
		order; 7/10/06 @			
5/26/2007 14:52 INSPECT	CAB SIGNAL	1955 hrs. UP	9134	X	
		GE SERVICE			
5/26/2007 16:58 INSPECT	CAB SIGNAL	SHEET: 3690619 UP	6692		
		REPLACED CPU			
		AND RESEATED			
5/26/2007 17:20 INSPECT	CAB SIGNAL	PTD CARD SLOTS. UP	7315	X	
		Closed by Customer			
5/26/2007 17:29 INSPECT	CAB SIGNAL	System UP	7110		
		CCS SYSTEM			
		FUNCTIONAL			
		COULD NOT PULL			
		OVER THE PIT TO			
		DO RECIVER BAR			
5/26/2007 19:08 INSPECT	CAB SIGNAL	INSPECTION UP	9210		
		GE SERVICE			
5/27/2007 1:42 INSPECT	CAB SIGNAL	SHEET: 2852553 UP	5957		

FRA 60 DAY INSPECTION DEFECTS

		RECEIVER BAR AT CONDUCTOR SIDE SLIGHTY BENT, BUT OPERATIONAL & SECURED.	UP	4317	
5/27/2007 3:03 INSPECT	CAB SIGNAL	see MCS	UP	7271	
5/27/2007 7:30 INSPECT	CAB SIGNAL	Done.	UP	6027	
5/27/2007 9:40 INSPECT	CAB SIGNAL	BARS AND WIRING			
5/27/2007 10:05 INSPECT	CAB SIGNAL	OK	UP	5169	
5/27/2007 14:04 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3191074	UP	6451	
5/27/2007 14:49 INSPECT	CAB SIGNAL	CHANGED OUT			
5/27/2007 19:09 INSPECT	CAB SIGNAL	MASTER RELAY.	UP	9131	X
5/27/2007 19:25 INSPECT	CAB SIGNAL	OK	UP	2285	
5/27/2007 19:25 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3538459	UP	6002	
5/27/2007 19:42 INSPECT	CAB SIGNAL	NULL	UP	3469	
5/27/2007 23:05 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3537960	UP	6675	
5/27/2007 23:26 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3748294	UP	5918	
		CREW ALERTER			
		B/O	UP	3513	
5/28/2007 1:41 INSPECT	CAB SIGNAL	both ccs bars were bent.... c/o both bars, tested ok.	UP	7175	X
5/28/2007 1:41 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3692371	UP	6686	
5/28/2007 3:19 INSPECT	CAB SIGNAL	Replaced Amplifier and adjusted.	UP	9134	X
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	UP	7303	
5/28/2007 9:35 INSPECT	CAB SIGNAL	Closed by Customer System	UP	7106	
5/28/2007 13:31 INSPECT	CAB SIGNAL	see mcs	UP	7215	
5/28/2007 13:59 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3014076	UP	7271	
5/28/2007 19:47 INSPECT	CAB SIGNAL	USED A WIRE SEAL FOR THE LOGIC CONTROL BOX.	UP	5473	
5/29/2007 1:38 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3437982	UP	7253	
5/29/2007 3:26 INSPECT	CAB SIGNAL	C/O AMPH, CCS STILL NOT PICKINGUP	UP	9131	X
5/29/2007 3:38 INSPECT	CAB SIGNAL	OK	UP	2285	
5/29/2007 5:35 INSPECT	CAB SIGNAL	simple service	UP	3215	
5/29/2007 11:09 INSPECT	CAB SIGNAL	see MCS	UP	5918	
5/29/2007 11:20 INSPECT	CAB SIGNAL	bars brackets and wiring ok.	UP	4253	
5/29/2007 12:30 INSPECT	CAB SIGNAL	DONE.....	UP	7175	
5/29/2007 12:30 INSPECT	CAB SIGNAL	work performed by john hamilton	UP	3813	
5/29/2007 14:24 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3741412	UP	5964	
5/29/2007 14:24 INSPECT	CAB SIGNAL	Replaced ADU & GPO-004 module.	UP	3800	X
5/29/2007 15:14 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3827420	UP	6703	
5/29/2007 17:17 INSPECT	CAB SIGNAL	REPLACE A BAD TVO TESTED AND RECALIBRATED OK.	UP	7393	X
5/29/2007 19:00 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3805755	UP	7303	
5/29/2007 19:00 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3545821	UP	7106	

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
6/6/2005 21:44	UP	5982	CNAAE 05	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	THE CAB SIGNALS KEEPS DROPPING OUT ON THEM, NOW HAVE CUT OUT THE CAB	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 ABSOLUTE BLOCK. AMR/OMANX284Y REPLACED CPU CARD BUT DID NOT FIX, STILL NOT WORKING.	OX591	RAN ALL CCS TEST WITH NO DEFECTS FOUND	6/25/2005
6/8/2005 5:34	UP	6641	MNPGBK 07	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING OUT. NOW HAVE CUT	AT MP 584.9 WEST BOUND ON THE LARAMIE SUB. GGC/OMA 06/08 RAW, UNIT HASAIR COMP STARTING PROBLEMS. WILL NOT STAY RESET.	OX591	ccs tested good. no defects found. outbound load tested good. hp=4430, ma=0.0, mano=-1.5, lop=25/120, lr=100%	6/10/2005
6/8/2005 6:23	UP	8135	GDRRED 07	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	CAB SIGNALS CUT OUT AT MP174 ON THE DANA SUBDIVISION ACCOUNT REPETITIVE	FALSE TRIPS. TCC/OMA.	NX284S	adjusted voltage and inspected bars	6/22/2005
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.	6/25/2005
6/10/2005 4:15	UP	9732	GSCCHV 01	911	CCS DOES NOT FUNCTION AT ALL	5410	WIRING	ATC CAB SIGNALS ARE DROPPING TO A RESTRICTING SIGNAL AND WILL NOT	RECOVER. CREW HAS CUT OUT THE CAB SIGNALS AND ARE NOW RUNNING ONABSOLUTEBLOCK. AMR/OMA	NZ005	found a few off wires broken on the pace setter repaired completed 60 day and departure thest unit works ok.	7/1/2005
6/11/2005 22:45	UP	8081	CWFAT 09	911	CCS DOES NOT FUNCTION AT ALL	5406	RECEIVER 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	NX284S	SERVICE TRACK CCS ELECTRICIAN RECALIBRATED CCS . TESTED OK. LOAD BOXED AND TRACK TESTED UNIT FOR REPORTED LOAD DROPPING .	6/22/2005
6/12/2005 1:45	UP	4510	ACYRO 11	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	CREW REPORTS THAT THE CAB SIGNALS KEEP DROPPING TO A RESTRICTING	SIGNAL. NO CUTOUT AND CREW IS RUNNING ON ABSOLUTE BLOCK. AMR/OMA	NZ021	Replaced PSM,DVR300 and ASC300. C/O CSA module and perform 45 day maintenance on cab signal. Load test unit- now OK.	6/24/2005
6/12/2005 4:15	UP	9054	MDMPR 11	911	CCS DOES NOT FUNCTION AT ALL	5401	AMPLIFIER	ATC CAB SIGNALS WENT TO RESTRICTING AND WILL NOT GO CLEAR AGAIN. THIS	HAPPENED JUST LEAVING MARSHALL TOWN HEADED EAST. NOW CUTUOUT AND CREWIS RUNNING ABSOLUTE BLOCK. AMR/OMA	NZ021	rf for atc and ccs b/o.....inspected and calibrated atc and ccs, 45 day inspection done, departure tested good, outbound and load test ok	6/13/2005
6/12/2005 12:14	UP	9489	MHGFWX 09	914	WILL NOT ACKNOWLEDGE	5504	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	6/22/2005
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	NX284S	C/O the ddsp, tvo and gpo003. System tested ok. No other defects found.	6/20/2005
6/13/2005 1:41	UP	6690	MGRNP 12	910	CAB SIGNAL EQUIPMENT	5410	WIRING	CCS IS CUTOUT AT MP.365 ON THE SIDNEY NE SUB ACCOUNT EVERY TIME THEY	BY A BLOCK SIGNAL THE CAB SIGNALS DROPPED TO RESTRICTIVE ASPECT ISRUNNING ON A ABSOLUTE BLOCK TO NO.PLATTE.CLV/OMA	NX284G	recalibrated and checks ok	6/13/2005
6/13/2005 14:30	UP	5040	QNPSKP 13	915	REPETETIVE FALSE TRIP / 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	6/21/2005
6/13/2005 17:32	UP	7115	CCAIM9 12	911	CCS DOES NOT FUNCTION AT ALL	5409	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	6/25/2005
6/14/2005 0:10	UP	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	6/29/2005
6/15/2005 1:50	UP	4363	AOAKS 12	915	REPETETIVE FALSE TRIP / 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 .	6/15/2005
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 parts--new unit,,no parts yet	6/21/2005
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.	6/24/2005
6/20/2005 16:15	UP	5907	CCDHS9 19	911	CCS DOES NOT FUNCTION AT ALL	5403	DECODER	CAB SIGNALS WENT DARK AND WOULD NOT COME BACK UP. CREW HAS CUTOUT THE	CAB SIGNALS AND ARE NOW RUNNING ON ABSOLUTE BLOCK. AMR/OMA	NX284E	recalibrated system ok	6/20/2005

6/23/2005 0:15	UP	4649	AROCER 20	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	CAB SIGNALS HAVE DROPPED OUT AND WILL NOT RECOVER. SHOWS A CODE OF	L713. SIGNALS ARE NOW CUTOUT AND CREW IS RUNNING ON ABSOLUTE BLOCK.AMR/OMA	B 372	ccs test completed with no defects found.	7/7/2005
6/23/2005 2:30	UP	4049	WDVGRR 22	911	CCS DOES NOT FUNCTION AT ALL	5412	CUT OUT SWITCH	CAB SIGNALS WERE CUTOUT DUE TO THE SIGNALS STAYED GREEN WHEN THE	WAYSIDE SIGNAL WAS FLASHING YELLOW 2 TIMES IN A ROW. CREW IS NOWRUNNING ON ABSOLUTE BLOCK. AMR/OMA	WX817	RAN CCS DEPARTURE TEST THREE TIMES, PAST EVERY TIME	6/24/2005
6/24/2005 6:45	UP	9056	ABEBE 23	915	REPETETIVE FALSE TRIP / CYCLING	5407	RELAYS	REPORTED ATC WENT DARK, CAUSING PENALTY APPLICATION MP27, CHICAGO SUB.		NZ021	atc went dark,causing penalty application, found power supply card not properly secured not tightend down, tightend power supply and completed 45 day cabsignal inpection	7/3/2005
6/24/2005 21:50	UP	3047	GCCLAP 24	950	OTHER CAB EQUIPMENT	5407	RELAYS	THE ATC WILL NOT ACKNOWLEDGE AT ALL AND KEEPS TAKING THE AIR. NOW	HAVE CUT OUT AT MP 2.1 WEST BOUND ON THE BOONE SUB. GGC/OMA....rf for atc constant high speed whistle....changed out speedo head, new prp..ack handle ok...45 day inspection done...ob and lt good	NZ021	rf for atc constant high speed whistle....changed out speedo head, new prp..ack handle ok...45 day inspection done...ob and lt good	7/12/2005
6/24/2005 23:10	UP	5031	QNPELX 24	912	ASPECT OUT	5420	HARMON ULTRA-CAB	THE MOTION LIGHT NOT WORKING ON THE ATC CAB SIGNALS. BTD/OMA		NZ021	rf for motion light not working...axle drive and iso amp ok, adu ok....changed out rack, 45 day inspection done, outbounded and load tested good	6/28/2005
6/25/2005 1:20	UP	6503	CSMKX 21	913	AUDIBLE INDICATOR DEFECTIVE	5527	IGBT	CCS AUDIBLE ONLY WORKS PART TIME, DO NOT LEAD IN CCS TERRITORY UNTIL	REPAIRED. BTD/OMA UPDATE 08/01: THE UNMBER SIX TRACTION MOTOR HAS BEENCUT OUT REASON UNKNOWN. GGC/OMA	NX284Y	REPLACED 6B-, 6B+ AND FUSES	8/5/2005
6/26/2005 10:54	UP	9054	IG3CHB 25	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	CAB SIGNALS GIVING A RESTRICTIVE INDICATION AND WILL NOT CHANGE.	COUT OUT AT MP6 ON THE GENEVA SUB. TCC/OMA.	NZ021	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, POWER, & DYNAMICS TESTED GOOD ALSO.	7/4/2005
6/26/2005 12:56	EMLX	8557	MGRNP 26	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	CAB SIGNALS NOT FUNCTIONING AT ALL, CUT OUT AT MP813 ON THE RAWLINS SUB.	TCC/OMA.07/12/05 CAB SIGNALS TEST OK AT COB. BAB/COB.	NX284S	inspected and tested ccs, arrived nop on point working o/k TESTED AGAIN IN NOP ALL SYSTEMS CHECK OK	7/14/2005
6/26/2005 16:22	UP	9742	APDWG 22	914	WILL NOT ACKNOWLEDGE	5420	HARMON ULTRA-CAB	ATC CUT OUT ACCOUNT THEY WOULD NOT ACKNOWLEDGE. CUT-OUT CPA318 ON THE	BOONE SUB IN ATCS TERRITORY. TCC/OMA.	NZ021	RF- ATC CAB SIGNALS WOULD NOT ACKNOWLEDGE. FOUND B/O VITAL OUTPUT BOARD. ALSO HAD TO RECALIBRATE. CABSIGNALS, POWER, LOAD & DYNAMICS ALL TESTED GOOD AFTER REPAIRS WERE MADE. NO FURHTER DEFECTS FOUND.	6/29/2005
6/26/2005 22:15	UP	8126	GSHPNV 20	910	CAB SIGNAL EQUIPMENT	8600	PROJECTS	HAVE CUT OUT THE CAB SIGNAL SYSTEM ACCOUNT IT WILL NOT POWER UP AT	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 DOWN. 2123CST-TCC/OMA 07/08/05 UPDATE-HAVE NOW LOST COMPUTER SCREENS, WILL NOT RECOVER. 0019CST-TCC/OMA	CX809	no parts of ccs trail in till fixed	7/15/2005
6/27/2005 18:30	UP	8049	GDSDIP 24	420	ENGINE DEAD - LUBE OIL RELATED	2216	CCP DEVICE	NO CREW TO CONTACT BUT DISPATCHER REPORTS THAT THE UNIT IS NOW DIC	DUE TO A BROKEN OIL LINE. AMR/OMA	NX284	REPLACED #11 ASSY FOR BROKEN PISTON. ALSO ERPLACED #1 FUEL PUMP. LOAD TESTED AND POWER CHECKED GOOD. UNIT HAD -1 in OF VACCUME	7/12/2005
6/29/2005 3:45	UP	3255	MHKCO 28	911	CCS DOES NOT FUNCTION AT ALL	5407	RELAYS	CAB SIGNALS HAVE FAILED. THEY HAVE DROPPED TO RESTRICTING AND WILL	NOT GO BACK TO A CLEAR SIGNAL. NOW CUTOUT AND CREW IS RUNNING ONABSOLUTEBLOCK. AMR/OMA	OZ512	HAS MADE THREE TRIPS AS LEAD UNIT WITH CAB SIGNALS WORKED FINE	7/10/2005
6/30/2005 9:10	UP	9803	USEGLB 29	911	CCS DOES NOT FUNCTION AT ALL	5412	CUT OUT SWITCH	CAN NOT GET THE CAB SIGNALS TO POWER UP AT ALL. NOW HVE CUT OUT AT	MP 22 ON THE PORTLAND SUB. GGC/OMA	JP016S	NO REPAIRS WERE PERFORMED-RUN OUT OF DOLORES TRAILING/RM PLACED AGAINST IT	7/4/2005
7/1/2005 9:20	UP	6732	COMJR 23	910	CAB SIGNAL EQUIPMENT	9320	OTHER	THE CAB SIGNALS KEEP DROPPING OUT ON THEN AND WILL NOT ACKNOWLEDE	NOT HAVE CUT OUT AT MP 296.5 WEST BOUND ON THE SIDNEY SUB. GGC/OMA	NX284W	NO DEFECTS FOUND	7/9/2005

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	OMAHA SUB. TCC/OMA.....rf for cab signals has no pick up.....cs inspected, recalibrated system, pick up and drop off now ok, ob and It good (completed by alex williams)	NZ021	rf for cab signals has no pick up.....cs inspected, recalibrated system, pick up and drop off now ok, ob and It good (completed by alex williams)	7/4/2005
7/2/2005 10:20	UP	2983	MCBPR 30	910	CAB SIGNAL EQUIPMENT	5403	DECODER	HAVE CUT OUT THE ATC ACCOUNT THEY COULD NOT GET IT TO RESET OR REAPOND	WHEN PASSING BLOCK SIGNALS. CUT OUT AT MP 58.3 EAST BOUND ON THEGENEVA SUB. GGC/OMA	NZ021	cab signal equipment have cut out the atc could not reset.recalibrated atc and ccs did 45 day inspection.	7/6/2005
7/2/2005 10:34	UP	5668	ORTVE 01	910	CAB SIGNAL EQUIPMENT	5402	CONVERTER	THE CAB SIGNALS ARE NOT RESPONDING AT ALL. HAVE PASSED 2 BLOCK SIGNALS	AND THEY STAY IN THE RESTRICTED MODE. NOW HAVE CUT OUT AT MP 98.6 WESTBOUND ON THE GREELEY SUB. GGC/OMA	UP002	c/o ddsp module & tesed ok	7/6/2005
7/6/2005 11:30	UP	3819	KLAAP 01	911	CCS DOES NOT FUNCTION AT ALL	5402	CONVERTER	REPORTED THAT THE CAB SIGNALS WERE DROPPING OUT SO CREW HAS CUTOUT	THE SIGNALS AND ARE RUNNING ABSOLUTE BLOCK FROM RAWLINS TO CHEYENNE.AMR/OMA	NZ021	CCS DOES NOT FUNCTION AT ALL . RECALIBRATED OPS CK. GOOD ENG RUN LOAD TEST GOOD	7/9/2005
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	rf for atc will not pick up clear signals (3x repeater).....changed out b/o receivers, 45 day inspection and calibration done, outbound and load test good...control run release	7/14/2005
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	7/9/2005
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	REPLACED PWR SUPPLY, CPU, AND TWO CARDS. OK NOW. THE F3 FUSE ON THE PWR SUPPLY WAS B/O AND THE TWO OTHER CARDS COULD HAVE HAD AN EFFECT.	7/29/2005
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	7/12/2005
7/12/2005 21:31	UP	7036	MSSNP 11	913	AUDIBLE INDICATOR DEFECTIVE	5503	LOAD REGULATOR	ATC CUT OUT ACCOUNT NO AUDIBLE INDICATION. MP62 ON THE BOONE SUB.	TCC/OMA	KP643C	replaced cpu and cmpu cards for cab signal system	8/1/2005
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.	7/19/2005
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	7/14/2005
7/13/2005 22:37	UP	6719	CIMNA9 11	915	REPETETIVE FALSE TRIP / 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	8/10/2005
7/14/2005 7:00	UP	9468	MSCNP 13	915	REPETETIVE FALSE TRIP / 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.	7/14/2005
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.	7/24/2005
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	7/19/2005
7/14/2005 16:46	UP	9065	IKRG3 14	911	CCS DOES NOT FUNCTION 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 working....changed out vital output board, calibration and 45 day inspection done...outbouded and load tested good (completed by john wilson)	7/18/2005
7/17/2005 14:38	UP	5556	CATSH 16	915	REPETETIVE FALSE TRIP / 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	7/26/2005
7/18/2005 10:00	UP	5457	KMNOA 16	910	CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	THE CAB SIGNALS WILL CYCLE LIKE THEY SHOULD BUT THEY DO NOT HAVE ANY	AUDIBLE INDICATION AT ALL. NOW HAVE CUT OUT AT MP 370.3 WEST BOUND ONTHEHIAWATHA SUB. GGC/OMA	NX284S	moniter/run switch was in monitor posision recalbrated ccs ok worked with emd tech//	7/25/2005
7/18/2005 14:55	UP	2971	MPECL 18	950	OTHER CAB EQUIPMENT	5406	RECEIVER BARS	HAVE CUT OUT THE ATC ACCOUNT THEY DO NOT GET ANY OF THE WHISTLE	INDICATIONS. GGC/OMA	NZ021	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, & DYNAMICS ALL TESTED GOOD ALONG WITH TRAIN CONTROL. NO FURHTER DEFECTS FOUND.	7/26/2005

7/19/2005 17:08	UP	8085	SCBBI 19	911	CCS DOES NOT FUNCTION 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.	7/22/2005
7/20/2005 15:15	UP	6467	CNANK9 18	911	CCS DOES NOT FUNCTION AT ALL	5412	CUT OUT SWITCH	CCS WAS CUT-OUT AT MP- 68. BECAUSE IT IS PUTTING THE UNIT INTO.	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 WEAK BATTERIES. ALSO THE FUEL HAS WATER MIXED WITH IT. GGC/OMA	NX284C	CHECKED OUT OK	8/26/2005
7/23/2005 8:55	UP	3044	MPRCL 23	950	OTHER CAB EQUIPMENT	5408	AUDIBLE INDICATOR	HAVE CUT OUT THE ATC ACCOUNT IT WILL NOT ACKNOWLEDGE AT ALL AND THE	HANDLE TO ACKNOWLEDGE DOES NOT WORK. GGC/OMA	NZ140	none	7/24/2005
7/27/2005 11:08	UP	7503	MNPWV 27	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CREW REPORTED CCS KEEPS DROPPING OUT, CUT OUT AT MP NX266. ON THE	SIDNEY SUB. RUNNING ON ABSOLUTE BLOCK. LJE/OMA	WX817	no defects found	7/28/2005
7/27/2005 12:25	UP	4250	IGSAP7 24	915	REPETETIVE FALSE TRIP / CYCLING	9320	OTHER	REPORTED CAB SIGNALS CAUSING REPETITIVE CYCLING, CUTOUT CCS.	ABSOLUTE BLOCKED. RLD/OMA	NX284E	NO DEFECTS FOUND	7/28/2005
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 KC.....EJH/KCMO	TP250S	serviced batteries and changed out bad module in cab signal, no water leaks found.	7/31/2005
7/30/2005 14:30	UP	5556	CBMHL 28	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS KEEPS CYCLING AND WILL NOT RESPOIND. NOW HAVE CUT OUT	AT MP 149 EAST BOUND ON THE SOUTH MORRALL SUB. GGC/OMA	NX284E	NO DEFECTS	7/30/2005
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-282 ON THE	NOP SUB ON CAB SIGNAL TERRITORY.TCC/OMA	NX284E	ARRIVED CCS CUTIN .	9/21/2005
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	AT NX283 ON THE NOP SUB IN CAB 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.	8/2/2005
7/31/2005 3:38	UP	3856	QNPCH 30	911	CCS DOES NOT FUNCTION AT ALL	5401	AMPLIFIER	CAB SIGNALS CUT OUT AT MP-263 ON THE KEARNEY SUB ACCOUNT THEY WOULD	NOT FUNCTION AT ALL. CUT-OUT IN CCS TERRITORY. TCC/OMA	NZ021	Rf for train control dropping out. Found amplifier out of calibration. Calibrate and perform 45 day inspection criteria, no other defects noted.	8/4/2005
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 MFIO CARD.TEST OK.	8/4/2005
8/1/2005 9:08	UP	8926	MNPHKB 30	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	HAVE CUT OUT THE CAB SIGNALS AT MP 689.5 WEST BOUND ON THE RAWLINS	SUB. THE CAB WOULD NOT RESPOND AND STAYED IN THE RESTRICTING MODE PASS3 BLOCK SIGNALS. GGC/OMA	OX591	INSP. AND TESTED CAB SIGNALS WITH NO DEFECTS FOUND. OUTBOUND LOAD TESTEDGOOD. HP=6050, MA=0.0, MANO=-6.2, LOP=16/81, LR=100%	8/4/2005
8/1/2005 11:25	UP	7123	GEKEKH 27	910	CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	THE CAB SIGNALS KEEP CYCLING ON THEM. NOW HAVE CUT OUT AT MP 694 EAST	BOUND ON THE LARAMIE SUB. GGC/OMA	NX284G	Relaibrated CCS and it tested ok	8/2/2005
8/3/2005 13:00	UP	2433	ZYCMX 03	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CREW REPORTED UNABLE TO RECOVER CAB SIGNALS PENALTY. CUT OUT	CAB SIGNALS AT MP. 201. LJE/OMA = CNW SIDE OF CCS FAILED DEPARTURE TEST;UP SIDE TEST OK; PUT ON CONTROL RUN 08/11/05 =	SP760S	..	8/26/2005
8/5/2005 6:40	UP	4919	MNPNA 04	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS DROP OUT TO RESTRICTIVE WHEN THEY HAVE ABOUT 20 LBS OF	INDEPNDENT AIR SET. NOW HAVE CUT OUT AT MP 292 WEST BOUND ON THE SIDNEYSUB. GGC/OMA	NX284S	harman system was in calibration module recalibrated (settings too low) tested good.	8/10/2005
8/5/2005 13:00	UP	7518	MNPEW 05	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS KEEP CYCLING ON THEM, NOW HAVE CUT OUT AT MP 287 SOUTH	BOUND ON THE KEARNEY SUB. GGC/OMA	B 372E	tested ok, NDF	8/8/2005
8/5/2005 16:50	UP	4358	MRVNP 31	913	AUDIBLE INDICATOR DEFECTIVE	5403	DECODER	HAVE CUT CUT THE CAB SIGNALS AT MP 977.7 EAST BOUND ON THE EVANSTON SUB.	ACCOUNT THE AUDIBLE INDICATOR DOES NOT WORK. GGC/OMA	RV323S	CHANGE OUT CARD	8/12/2005
8/5/2005 17:00	UP	3330	MMONPX 03	910	CAB SIGNAL EQUIPMENT	5410	WIRING	HAVE CUT 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	8/6/2005

8/5/2005 19:58	UP	6481	MNPSS 05	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CNW PORTION OF CAB SIGNALS CUT OUT AT MP-282 ON THE KEARNEY SUB FOR	REPETITIVE CYCLING AND FALSE TRIPS. THIS WAS ON CCS TERRITORY.TCC/OMA	NX284E	no defects	8/13/2005
8/6/2005 16:00	UPY	645	SWTCH	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	THE ATC IS BAD, GETS A WHISTLE AT 23 MPH AND TAKES THE AIR. TRAIN NEVER	IS ABLE TO GET ABOVE THE 23 MPH WITH THIS UNIT AS A LEADER. GGC/OMA	NZ021	rf for atc b/o (high speed signal at 23 mph on clear track)...changed amplifier, calibrated settings, 45 day insp. done ob and lt good.....	8/12/2005
8/6/2005 16:05	UPY	744	YBO51 05	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	THE ATC IS BAD, IT WILL TEST OKAY BUT TAKE THE AIR AS SOON AS YOU	START TO MOVE AND WILL NOT ACKNOWLEDGE. GGC/OMA	NZ021	c/o out rec.	10/31/2005
8/6/2005 17:00	UP	7006	UGLSEB 04	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	HAVE CUT OUT THE CAB SIGNALS AT MP 59 WEST BOUND ON THE PORTLAND SUB	ACCOUNT THEY WAS CYCLING ON THEM AND WOULD NOT CORRESPOND TO BLOCKSIGNALS. GGC/OMA	MX283D	CPU was b/o, c/o and checked ok	9/15/2005
8/6/2005 19:12	UP	6447	CKXSM 06	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	ATC CUT OUT AT MP203 ON THE BOONE SUB ACCOUNT SIGNAL WAS DROPPING OUT	REPEATEDLY ON ATC TERRITORY. NOW RUNNING UNDER ABSOLUTE BLOCK.TCC/OMA	NP162	performed self test working	8/9/2005
8/8/2005 5:07	UP	4754	KLAG1 03	915	REPETETIVE FALSE TRIP / CYCLING	5405	MAGNET VALVE	REPORTED ATC CAUSES PENALTY APPLICATION, CUTOUT ATC MP29, CLINTON SUB.	MOVING WITH ABSOLUTE BLOCK. RLD/OMA	JP016S	ATC MAG VALVE B/O	8/16/2005
8/9/2005 0:23	UP	5205	IG2OA 07	940	A.T.C.S. EQUIPMENT	5420	HARMON ULTRA-CAB	CREW REPORTED A ATC WAS NOT WORKING PROPERLY, KEPT CAUSING A PENALTY	ATC IS NOW CUT OUT AT MP 217 ON THE BOONE SUB. LJE/OMA	NZ005	found b/o mfo card, replaced and performed 60 day insp. system works asadvertised.	8/16/2005
8/9/2005 0:44	UP	4273	MNPNA 07	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CREW REPORTED CCS DROPPED OUT AND WOULD NOT COME BACK. RUNNING ON	ABSOLUTE BLOCK NOW. CUT OUT AT MP 639. LJE/OM	OX591	RECALIBRATE AND TESTED OK	8/12/2005
8/12/2005 3:08	UP	4012	ISEG1 10	911	CCS DOES NOT FUNCTION AT ALL	1606	BRAKE VALVE	CAB SIGNALS WILL NOT FUNCTION AT ALL. STAYS ON RED RESTRICTIVE. HAVE	CUT OUT CCS AT MP-19.5 ON THE SANDY SUB. THIS IS ON CCS TERRITORYAND NOWOPERATING UNDER ABSOLUTE BLOCK. TCC/OMA08/15/05 UNIT IS ONLY LOADING HALF OF ITS POTENTIAL, CREW IS GOING TOCHECK FAULTS AT NEXT STOP. LJE/OMA	NZ005	E/S emergency brake valve was chipped off and air was leaking so there for can not reset PCS penalty, CS will not acknowlage. C/O valve completed60 day every thing is operating normal.	8/20/2005
8/12/2005 5:09	UP	5040	KTSG21 08	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	ATC MOTION LIGHT NEVER GOES OUT. HAVE CUT SIGNALS OUT AT MP-155	ON THE CLINTON SUB. THIS IS ATC TERRITORY AND TRAIN NOW IS UNDERAN ABSOLUTE BLOCK. TCC/OMA	NZ021S	RECALIBRATED SYSTEM	8/13/2005
8/12/2005 9:00	UP	7531	ASJIH 06	950	OTHER CAB EQUIPMENT	5420	HARMON ULTRA-CAB	HAVE CUT OUT THE ATC ACCOUNT IT WILL NOT CYCLE AT ALL. HAVE CUT OUT AT	MP 65 EAST BOUND ON THE GENEVA SUB. GGC/OMA....rf for cab signals not working...changed out mfo module, 45 day inspection done, departure tested good, ob and lt good.....completed by mack lemons	NZ021	rf for cab signals not working...changed out mfo module, 45 day inspection done, departure tested good, ob and lt good.....completed by mack lemons	8/16/2005
8/12/2005 13:25	UP	5436	IGNG21 08	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	HAVE CUT OUT THE ATC ACCOUNT AFTER PASSING 2 BLOCK SIGNALS THEY	WOULD NVER GET A CLEAR INDICATION. NOW HAVE CUT OUT AT MP 195 EAST BOUNDON THE GENEVA SUB. GGC/OMA	NZ021	RF- CAB SIGNALS WERE CUT OUT 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 ON BOTH ATC & CCS.	8/14/2005
8/12/2005 17:38	UP	5033	MELNP 12	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE ATC DROPPED OUT AND WOULD NOT ACKNOWLEDGE AND THEN TOOK THE AIR.	ONCE THEY STOPPED THEY STILL COULD NOT RECOVER THE AIR UNTIL THEY CUTOUT THE ATC. NOW HAVE CUT OUT AT MP 92.5 WAST BOUNT ON THE GENEVA SUBGGC/OMA	NX284S	replaced defective cpu atc-ccs test ok.	8/14/2005
8/14/2005 19:13	UP	3945	IPDG1 11	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	CREW REPORTED CAB SIGNAL DROPPED OUT AND WOULD NOT COME BAD UP	HAD TO CUT OUT CCS AT MP 123. RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA08/15 RPTD CAB SIGNALS DROPPED OUT, WOULD NOT PICK BACK UP. RUNNINGON ABSOLUTE BLOCK. RLD/OMA	NZ005	ccs receivers b/o applied new and performed 60 day insp. system now works as advertised.	8/16/2005
8/14/2005 20:37	UP	5510	IG1SE 11	915	REPETETIVE FALSE TRIP / CYCLING	5410	WIRING	CAB SIGNAL KEEP DROPPING OUT CAUSING A PENALTY, CUT OUT AT MP 202	LJE/OMA	NX284S	CCS ELECTRICIAN COMPLETED 45 DAY INSPECTION ON CCS . REPAIRED LOOSE WIRING ON POWER SUPPLY IN CAB SIGNAL CABINET. RELIABILITY PROCESS WORKED. LOAD BOXED .	8/24/2005
8/16/2005 2:22	UP	6031	MCBNP 16	915	REPETETIVE FALSE TRIP / CYCLING	5410	WIRING	CREW REPORTED CAB SIGNALS DROPPED OUT AND WOULD NOT COME BACK.	CAB SIGNALS CUT OUT AT MP 11 RUNNING ON ABSOLUTE BLOCK. LJE/OMA	NX284G	Replaced DDSP and recalibrated CCS. Okay for service.	8/17/2005

8/16/2005 18:30	UP	3780	AWSDO 16	10	AIR BRAKES	5509	WIRING	UNIT GOES INTO PENALTY AT 45 MPH CCS 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	8/19/2005
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	RF- CREW REPORTED ATC NOT WORKING. KEEPS DROPPING OUT. RECALIBRATED SIGNALS. LOAD, POWER, & DYNAMICS ALSO ALL CHECKED GOOD. NO FURTHER DEFECTS FOUND AFTER REPAIRS WERE MADE.	10/11/2005
8/17/2005 12:00	UP	5565	CNAWK 13	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	HAVE CUT OUT THE ATC AT MP 35 ON THE KENOSHA SUB ACCOUNT THE ATC DROPPED	OUT RESTRICTIVE AFTER PASSING A 3 CLEAR SIGNALS AND WOULD NOT RESET.GGC/OMA	NP162	SELF TESTED NO DEFECTS FOUND	10/4/2005
8/17/2005 14:38	UP	3856	IGNCH6 13	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS DROPPED OUT AND STAYED IN THE RESTRICTIVE MODE & NEVER	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 FAULTS. LJE/OMA	NZ005	changed out both atc receivers tests ok	8/30/2005
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	8/19/2005
8/23/2005 16:30	UP	7214	MGRNP 23	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS DROP OUT REPEATEDLY, CUTOOT CCS.	RLD/OMA	NX284Y	checked and found no defect	9/11/2005
8/24/2005 14:54	UP	6577	CJOBM9 21	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS WENT DARK AND WOULD NOT COME BACK, CUTOOT	CCS. MP182.50, KEARNEY SUB. RLD/OMA	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	8/24/2005
8/24/2005 16:18	UP	5506	ISEG1 20	913	AUDIBLE INDICATOR DEFECTIVE	5404	ASPECT DISPLAY	REPORTED CAB SIGNAL AUDIBLE INDICATOR QUIT WORKING.	RLD/OMA	NZ005	replaced adu, 45 day inspection completed tested ok	9/7/2005
8/24/2005 19:37	UP	7113	CWBCD 22	910	CAB SIGNAL EQUIPMENT	5410	WIRING	CAB SIGNAL ACKNOWLEDGE SWITCH BROKE, GETTING PENALTY APPLICATIONS.	CUT OUT ON CCS TERRITORY AT MP- 260 ON THE KEARNEY SUB. TCC/OMA	NX284W	changed acknowledge switch.tested ok	8/24/2005
8/25/2005 8:17	UP	4295	MNPLV 23	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	REPORTED CAB SIGNALS CUTOOT ACCOUNT DID NOT GET RESTRICTED SIGNAL,	MP686.5 RAWLINS SUB. ABSOLUTE BLOCK. RLD/OMA	NX284S	gpo-005 new. recalibrated and tested ok.	8/29/2005
8/25/2005 19:28	UP	6448	CSHJR 22	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	ATC DROPPED OUT AND NEVER RECOVERED. CUT OUT ON AT MP-250 ON THE	BOONE SUB OPERATING IN ATC TERRITORY. NOW UNDER ABSOLUTE BLOCKTCC/OMA	NX284S	OUT OF CALIBRATION .. RECALIBRATED. TESTED OK	9/20/2005
8/26/2005 2:22	UP	5168	AMLKSR 24	913	AUDIBLE INDICATOR DEFECTIVE	9900	NO DEFECTS FOUND	CAB SIGNALS CUT OUT IN OGDEN YARD ACCOUNT NO AUDIBLE. UY993 ON THE CREW REPORTED CAB SIGNALS WERE CUT OUT AT MP 162 ACCOUNT OF ASPECTS	SALT LAKE SUB. TCC/OMA 08/30/05 WON'T LOAD, REVS UP OK. WHEN THEISOLATION SWITCH IS TURNED TO IDLE ENGINE REVS UP. 2018CST- TCC/OMA09/01/05--INBOUND CREW REPORTED UNIT RUNNING OK...JMG/PBF	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.	9/12/2005
8/27/2005 23:27	UP	5417	AMLKSB 24	912	ASPECT OUT	9900	NO DEFECTS FOUND	WERE NOT WORKING, AUDIBLE WAS ONLY WORKING. LJE/OMA		WX510	working	8/31/2005
8/29/2005 5:51	UP	6577	CCAPM 26	940	A.T.C.S. EQUIPMENT	5908	ATCS CURCUIT BREAKER DEFECTIVE	ATC WAS CUT OUT AT MP 118 ACCOUNT OF KEEPS DROPPING OUT . RUNNIG ON	ABSOLUTE BLOCK NOW. LJE/OMA	WD640D	RECALIBRATED ATC	10/5/2005
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.	9/10/2005
8/29/2005 22:17	UP	3233	MGRDV 29	915	REPETETIVE FALSE TRIP / 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	8/31/2005
8/30/2005 6:40	UP	3079	MASPR 29	910	CAB SIGNAL EQUIPMENT	5402	CONVERTER	LOST POWER TO THE ATC, NOW HAVE CUT OUT AT MP 104 EAST BOUTD ON THE	GENEVA SUB. GGC/OMA	NZ021	RF for train control failure. FoundATC power supply shorted. Replace power supply and perform 45 day inspection criteria. No other issues noted.	9/10/2005
9/6/2005 12:31	UP	3054	MGICB 06	911	CCS DOES NOT FUNCTION AT ALL	5404	ASPECT DISPLAY	CCS CUT OUT AT MP-B67 ON THE COLUMBUS SUB ACCOUNT ASPECTS ALL WENT	DARK AND NOW CCS WILL NOT FUNCTION AT ALL. OPERATING UNDER ANABSOLUTE BLOCK IN CCS TERRITORY. TCC/OMA	NX001	REPLACED BURNT OUT GREEN ASPECT. EVERYTHING WORKING.	9/6/2005
9/6/2005 23:53	UP	9674	MNPLV 06	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS DROPPED OUT AND WOULD NOT RESPOND. NOW HAVE CUT OUT	AT MP 300 WEST BOUND ON THE SIDNEY SUB. GGC/OMA	JP016S	.	9/12/2005

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

9/26/2005 13:25	UP	6802	GSC5GG 25	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CREW REPOED CAB SIGNALS WHEN DARK AND CAUSED A PENALTY. CUT OUT AT	MP 490 ON THE SIDNEY SUB. RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NP162	c/o power supply	10/24/2005
9/26/2005 16:05	UPY	702	LPJ04 26	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	CREW REPORTED ATC CUT OUT AT NT 035 ACCOUNT OF KEEPS DROPPING OUT.	RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMAAcomplete when comes in for insp.	NZ021	recalibrated,ck'd fault codes in cpu none present.	11/3/2005
9/29/2005 16:00	UP	6884	CCERO 29	914	WILL NOT ACKNOWLEDGE	8001	GE RX CLOSEOUT	CCS WAS CUT OUT FOR DROPPING OUT HAS HAD A PROBLEM FOR 10 DAYS DO	NOT USE AS A LEADER IN ATC OR CCS TERRITORY UNTIL REPAIRED. BTD/OMA10/26/05 20:30 CST CREW REPORTED UNIT HAS AIR BLOWING FROM UNDER THE CABWILL NOT MAINTAIN AIR PRESSURE. UNIT IS SHUTDOWN AND AIR BRAKE BREAKER ISPULLED. LJE/OMA	NP162	calibrated CCS AND ATC---pickup and drop out were within specs.	11/6/2005
10/2/2005 1:25	UP	5982	EBIBV 01	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CREW REPORTED THAT THE CAB SIGNALS ARE NOT CORRESPONDINGWITH THE	SIGNALS. RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	OX591	PERFORMED 45 DAY CCS, AND ADJUSTED PICK-UPS. RAN DEPARTURE TEST WITH NO PROBLEMS.	10/5/2005
10/2/2005 18:30	UP	2965	ZSCCS 01	940	A.T.C.S. EQUIPMENT	5409	TIMER	CREW REPORTED THAT THE AUDIBLE IS NOT WORKING FOR THE ATC AND AT	35 MPH THE HIGH SPEED WHISTLECOMES ON AND CAUSES A PENALTY. ATC ISNOW CUT OUT AT NZ 137. LJE/OMA	NZ005	UNIT TAGGED ATC/ATS O.O.S SINCE 02-11-05	10/4/2005
10/4/2005 3:00	UP	5436	QHKNP 01	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	CREW REPORTED THAT THE CAB SIGNALS DROPPED OUT AND WOULD NOT COME BACK.	CUT OUT AT MP 594. RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NX284	INTERMITTENT OPEN IN R RECEIVER BAR. REPLACED BAR, TESTED AND CALIBRATED CCS.	10/5/2005
10/6/2005 22:25	UP	7233	CBMGG 05	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	HAVE CUT THE CAB SIGNALS OUT ACCOUNT THEY KEEP CYCLING ON THEM & WILL	NOT RESPOND. CUT OUT AT 25.9 ON THE SO MORRILL SUB. GGC/OMA	NP162	TESTED OK	10/7/2005
10/7/2005 20:09	UP	5440	AAMWS 05	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	CREW REPORTED THAT THE CAB SIGNALS WERE CUT OUT AT WX662 ACCOUNT OF	CABS SIGNALS KEEPS DROPPING OUT. RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	RV323S	CAB SIGNAL CALIBRATED TOO HIGH	10/11/2005
10/10/2005 1:07	UP	6580	CBTWS 08	910	CAB SIGNAL EQUIPMENT	5621	CAB	CREW REPORTED UNIT CAB SIGNALS DROPPED OUT AND WOULD NOT COME BACK.	CUT OUT AT MP 127 ON THE SOUTH MORRILL SUB. RUNNING ON ABSOLUTE BLOCKNOW. LJE/OMA	WD640D	fixed	10/31/2005
10/10/2005 2:43	UP	7523	MKVNP 26	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS DROP OUT TO RESTRICTED. CUTOUT. MP48 HIAWATHA SUB.	RLD/OMA. AS INFO RF CAUSED 14 RECREWS, NEED SOLID CLOSEOUT DKM/OMA.	NX284C	Found the CCS Case broken, causing the DDSP and CSA to go bad, thus causing multiple RF's for CCS	10/12/2005
10/10/2005 6:39	UP	4079	IDUSE 07	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CAB SIGNALS DROPPED OUT AND DID NOT CORRESPOND WITH THE LAST TWO	BLOCK SIGNALS. NOW HAVE CUT OUT AT MP 433 WEST BOUND ON THE SIDNEYSUB. GGC/OMA..CUT IN, TESTED AND SEALED OUT OF HINKLE. NO DEFECTS FOUNDDTO/OMA	NZ005	Found ILOCK module b/o, c/o completed 60 day and also performed departure test all tested good.	10/18/2005
10/10/2005 11:28	UP	6732	CHSCD9 06	915	REPETETIVE FALSE TRIP / CYCLING	5410	WIRING	THE CAB SIGNALS KEEP DROPPING OUT AFTER THEY PASS A BLOCK INDICATION	AND NEVER COME BACK UNTIL THE NEXT BLOCK. NOW HAVE CUT OUT AT MP52ON THE HIAWATHA SUB. GGC/OMA	NX284G	found wire jftb on fdr relay b/o. repaired lug, tested and calibrated, ok now for svc	10/11/2005
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.	NOW HAVE THE FIRE OUT AND HAVE ADVISED THE CREW TO DRAIN THE WATER.GGC/OMA	NX284C	REPLACED LEFT #6 HIGH PRESSURE & LOW PRESSURE LINE	10/22/2005
10/11/2005 17:45	UP	8018	CWKBM 08	950	OTHER CAB EQUIPMENT	5420	HARMON ULTRA-CAB	DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC IS BAD AND WILL NOT RESPOND.	GGC/OMA	NZ021	Replaced bottom CPU card guide.	10/21/2005
10/12/2005 17:00	UP	3842	IG2OA 09	910	CAB SIGNAL EQUIPMENT	5408	AUDIBLE INDICATOR	HAVE CUT OUT THE CAB SIGNALS AT MP 815 SALT LAKE SUB ACCOUNT THE	THE AUDIBLE INDICATOR DOSE WORK. GGC/OMA	PX950	adjusted speaker in audible indicator. speaker was loose and facing down...seal was broken...reapplied seal okay for service.	10/14/2005
10/14/2005 0:26	UP	9061	WCYELB 13	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CREW REPORTED THAT THEY HAD TO CUT OUT CAB SIGNALS AT NX335 ON THE	SIDNEY SUB. ACCOUNT OF THEY KEEP CAUSING A PENALTY. LJE/OMA	NX284	PERFORMED CCS CALIBRATION PICK UP AND DROP OUT WITH NO PROBLEMS NOTED. CALIBRATED PROPER WHEEL SIZE AND RAN DEPARTURE TEST SEVERAL TIMES WITH NO PROBLEMS.	10/14/2005
10/14/2005 22:25	UP	5437	MSCWC 13	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	CREW REPORTED THAT THE CAB SIGNALS KEPT CAUSING A PENALTY AND WOULD	NOT RESET. CUT OUT CAB SIGNALS AT MP 334. RUNNING ON ABSOLUTE BLOCKNOW. LJE/OMA	SP760	OK	10/18/2005
10/15/2005 20:00	UP	4607	ZYCLD 15	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	REPORTED ATC GETING FALSE INDICATIONS, CUTOUT ATC. MOVING UNDER	RESTRICTED BLOCK. VILLA GROVE SUBDIVISION. RLD/OMA	X 344E	adjusted the pick up and drop out signals load tested good HP 4000, oilpressure 40 idle and 80 N8,fuel press idle 55 N 8 45, -1 crank case press,	11/5/2005
10/17/2005 5:43	UP	2465	WNEGIT 17	911	CCS DOES NOT FUNCTION AT ALL	5407	RELAYS	ATC DOES NOT WORK PROPERLY. STOPPED ON MAIN LINE. WONT WORK ONCE PUT	REVERSER FORWARD. DONT USE AS LEADER UNTIL REPAIRED. CEL/ONA	NZ077	tac and test card changed and recalibrated system. atc and ccs working fine now	10/22/2005

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 THE SIGNALS. NOW CUT OUT AT MP 112.8 EAST BOUND ON THE MORRILL SUB.GGC/OMA	NX284Y	REPLACED DDSP MODULE	10/18/2005
10/19/2005 8:02	UP	7319	QNLCH 18	10	AIR BRAKES	5504	MODULE CARD/MICROPROCESSOR	KEEPS DISPLAYING PCS VALVE OPEN, ALL CAB SIGNAL EQUIPMENT IS CUTOUT,	RE-BOOTED BCCB, AIR BRAKE, AND MTB BREAKERS, NO HELP. RY/OMAUPTDATE: UNIT IS NOT LOADING AND HAS LOST ONE OF THE SMART DISPLAYS,AND WILL NOT RESET. GGC/OMA	NP162	changed 107 card ok per ge	10/26/2005
10/19/2005 9:52	UP	5540	KG2TS 15	914	WILL NOT ACKNOWLEDGE	5420	HARMON ULTRA-CAB	CAB SIGNAL WILL NOT ACKNOWLEDGE, CCS NOW CUTOUT AT MP 575 ON THE	CALIANTE SUBDIVISION, NOW RUNNING ABSOLUTE BLOCK. RY/OMA	X 344E	RECALIBRATED & COMPLETED PI QM. NO OTHER DEFECTS.	10/25/2005
10/19/2005 10:40	UP	5960	CCEAI9 18	911	CCS DOES NOT FUNCTION AT ALL	5410	WIRING	UNABLE TO GET THE ATC EQUIPMENT 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
10/20/2005 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	CIRCUIT BREAKER DOWN LOOKS OK AT W COLTON	11/9/2005
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
10/21/2005 15:30	UP	9056	MPRDM 21	910	CAB SIGNAL EQUIPMENT	5708	MICROPROCESSOR	ATC SIGNALS KEEP GOING DARK, HAD TO RECYCLE BREAKER SEVERAL TIMES,	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 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
10/22/2005 5:14	UP	7251	CNAFS 19	910	CAB SIGNAL EQUIPMENT	5912	MISSING DUST COVER	CREW REPORTED THAT THE CAB 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
10/24/2005 1:34	UP	3076	OITBO 23	911	CCS DOES NOT FUNCTION AT ALL	5906	POWER SUPPLE FAILURE	ATC WONT LET UNIT RECOVER AIR. HAS AN RM AND SHOULD HAVE NOT BEEN USED	IN LEAD AGAIN. TRAIL UNTIL REPAIRED. CEL/OMA	NZ021	blown bulbs in both the atc and ccs , had a blown fuse in filter fuse box and all the b relays were out of date.	10/27/2005
10/27/2005 19:00	UP	8404	MNPRO 26	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	CREW REPORTED THAT THE CAB SIGNALS WILL NOT CUT OUT, AND CAUSED A	PENALTY THAT WILL NOT RECOVER. NEED TO TRAIL ONLY UNTIL REPAIRED. LJE/OMA	RV323S	UNIT NOT EQUIPPED WITH CCS	11/3/2005
10/29/2005 2:32	UP	2989	EPRG3 28	911	CCS DOES NOT FUNCTION AT ALL	5412	CUT OUT SWITCH	CCS IS NOT LETTING AIR RECOVER. RUNNING ABSOLUTE BLOCK RESTICTED.CEL/OMA	nis	NZ021	applied out ack horn and changed speedo head system checks good eng run load test good	11/5/2005
10/29/2005 18:45	UP	6447	CWBJR9 24	911	CCS DOES NOT FUNCTION AT ALL	5409	TIMER	CAB SIGNALS SUDDENLY GO DARK AND CAUSE EMERGENCY. CUTOUT OUT CAB SIGNALS	AND ARE NOW RUNNING ABSOLUTE RESTRICTED. DO NOT USE AS A LEADER UNTILREPAIRED. CEL/OMA	PX862	FOUND CCS OUT OF CALIBRATION, RECALIBRATED AND TESTED SYSTEM GOOD	11/5/2005
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
10/30/2005 22:17	CSXT	8676	AMEDO 26	831	CONTINUOUS WHEEL SLIP 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.COULDN'T REACH CREW FOR DETAILS. CEL/OMA	C 817	FAILURE DELIVERED OFFLINE TO CSXT	11/24/2005
10/31/2005 5:06	UP	3022	GCPICL 21	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS TRIPPED PCS BELOW 10MPH AND HIGH SPEED WHISTLE WENT OFF.	WHISTLE WOULDNT SHUT OFF AND COULDNT RECOVER AIR. HAD TO CUTOUT AND RUNABSOLUTE RESTRICTED. CEL/OMLA	NZ140	trail only	10/31/2005
10/31/2005 8:15	UP	5554	MRONP 30	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	REPORTED CAB SIGNALS CUTOUT ACCOUNT INOPERATIVE. ABSOLUTE BLOCK OUT	OF RAWLINS. RLD/OMA	NX284S	replaced defective gp004.tested and calibrated ok.	11/1/2005
10/31/2005 8:25	UP	6996	CBRSW 25	913	AUDIBLE INDICATOR DEFECTIVE	5408	AUDIBLE INDICATOR	REPORTED CCS AUDIBLE INDICATOR DEFECTIVE CAUSING PENALTY APPLICATION.	CUTOUT CAB SIGNALS. ABSOLUTE BLOCK ESTABLISHED. RLD/OMA	NX284S	replaced adu	11/1/2005
10/31/2005 15:12	UP	9830	CUGBR9 29	910	CAB SIGNAL EQUIPMENT	5905	ANTENNA FAILURE	REPORTED ATC DOES NOT PICKUP ASPECTS PROPERLY. CUTOUT ATC.	WORKING UNDER ABSOLUTE BLOCK. RLD/OMA	SP760S	ON CONTROLLED RUN TILL 11/20/05FOR CCS PROBLEMS B UNIT ONLY 4326 HP FOR 20 MIN 256 MAL -2 CCV 31/98 OIL PSI 300 AMP STALL TEST OK	11/5/2005

10/31/2005 16:07	UP	4079	KLTG1 29	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	REPORTED CAB SIGNALS WENT DARK CAUSED EMERGENCY, TRIPPING CCS BREAKER.	CUTOUT CAB SIGNALS. MP407.9 SIDNEY SUBDIVISION. RLD/OMA	NZ005	found b/o iloc card. tested all day with loop in clear aspect and did not go dark. Will apply rx for control run to verify and track test.	11/15/2005
10/31/2005 16:50	UP	6044	ECOGB 31	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CREW REPORTED THAT THEY WERE UNABLE TO A CAB SIGNAL DEPARTURE TEST.	THE CAB SIGNALS WOULD DROP OUT AND WOULD NOT GO THOUGH THE TEST. NEED TOTRAIL ONLY UNTIL REPAIRED. LJE/OMA	NP162S	past self test	12/6/2005
11/4/2005 19:12	UP	9047	MNPPR 03	915	REPETETIVE FALSE TRIP / CYCLING	5408	AUDIBLE INDICATOR	CAB SIGNALS HAS INTERMITANT PCS ABLE TO RESET,HAS STOPPED TRAIN ON HILL	DDM/OMA.	NZ021	speed whistle found cut out turn control works ok cab singnal has intermitnat pcs 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	12/15/2005
11/5/2005 19:00	UP	7062	EBULX 05	910	CAB SIGNAL EQUIPMENT	5513	INTERLOCKS	CUT OUT THE CAB SIGNALS ACCOUNT THE WILL NOT WORK AT ALL AND KEEP	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 AND IDLING. 2107CST-PMR/OMA	X 344D	changed out traction motor controller that was burnt up loaded and power tested ccs is ok	11/14/2005
11/6/2005 1:59	UP	4736	MNPFW 05	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS KEEPS GOING TO EMERGENCY C/O CS @ MP240 KEARNEY SUB DDM/OMA		TP250S	ndf ran test ok	11/8/2005
11/7/2005 6:55	UP	9689	IGSNSX 05	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	RAWLINS MECHANICAL REPORTED THAT THE CAB SIGNALS ARE CUT OUT, ACCOUNT	THEY KEEP GOING DARK. RUNNIG ON ABSOLUTE BLOCK NOW. LJE/OMA	NX284S	recalib and repaired air line	11/9/2005
11/7/2005 8:40	UP	9751	ZSEMN 05	910	CAB SIGNAL EQUIPMENT	5504	MODULE CARD/MICROPROCESSOR	CREW REPORTED THAT THE CAB SIGNALS KEEP CAUSING A PENALTY, CUT OUT AT	MP 331 ON THE POCATELLO SUB. RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NX284	APPLIED NEW CPU MODULE, COMPLETED CCS INSPECTION, TESTED OKAY.	11/10/2005
11/7/2005 18:33	UP	5187	ZKCPD 06	913	AUDIBLE INDICATOR DEFECTIVE	5509	WIRING	NO AUDIBLE INDICATOR NOISE, CCS MAG VALVE DOES WORK DDM/OMA	.	RV323S	n.d.f. unit checked on 3rd shift and in turn over unit was good?. unit in eastyard and in consist	11/14/2005
11/7/2005 21:05	UP	2443	KG1LT 07	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	CAB SIGNALS DROPPED OUT, UNABLE TO RESET, KEEPS TRIPPING PCS WHEN BRAKE IS	RELEASED DDM/OMA	NX284S	TROUBLESHOOT & REPAIR CCS	11/9/2005
11/9/2005 19:00	UP	4274	ZSCDV 09	910	CAB SIGNAL EQUIPMENT	5403	DECODER	HAVE CUT OUT THE CAB SIGNALS ACCOUNT EVERY TIME THEY RELEASED THE	BRAKES IT WOULD PUT THEM INTO EMERGENCY. CUT OUT AT MP 528 ON THELARAMIESUB. GGC/OMA	RV323S	CHANGED OUT BO DECODER	11/19/2005
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	WILL NOT RECOVER UNTIL YOU CUT OUT THE AIR ON THIS UNIT AND CUT ITON THETRAILING UNIT. GGC/OMA	NZ021	RF- WILL NOT RECOVER AFTER A PENALTY APPLICATION. FOUND VITAL OUTPUT CARD. C/O BAD PROCOESSOR CARD. LOAD, POWER, DYNAMIC, & CAB SIGNALS ALL TESTED GOOD. NO FURTHER DEFECTS FOUND.	11/29/2005
11/11/2005 5:23	UP	5471	EJBCQ 11	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	CAN NOT GET THE CAB SIGNALS TO POWER AND IS GETTING A MESSAGE OF	PENALTY BRAKE APPLIED AND CRITICAL CAB SIGNAL ERROR AND WILL NOTRESET. GGC/OMA	RV323S	C/O ULTRA CAB II I LOCK MODULE	11/16/2005
11/13/2005 17:18	UP	6481	CPWBM 12	940	A.T.C.S. EQUIPMENT	8001	GE RX CLOSEOUT	CREW REPORTED THAT THE ATC WOULD NOT DO A DEPARTURE TEST, NEED TO	TRAIL ONLY UNTIL REPAIRED. LJE/OMA	NP162	ATC tested fine	11/28/2005
11/14/2005 9:26	UP	3044	MASPR 13	940	A.T.C.S. EQUIPMENT	5412	CUT OUT SWITCH	CREW REPORTED THAT THEY CUT OUT 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
11/14/2005 11:44	UP	9333	2KMNOA 12	910	CAB SIGNAL EQUIPMENT	5443	DECODER CPU PCB	CREW REPORTED THAT THE CAB SIGNALS KEEP DROPPING TO RESTRICTED, AND	THEN WILL GO DARK FOR ABOUT 5 SECONDS. PROBLEMS STARTED AT NX408 ONTHESIDNEY SUB. LJE/OMA UPDATE 11/27: HAS OIL AND FIRE OUT THE STACK NOWHAVE THE UNIT SHUT DOWN. GGC/OMA	CX809	parts on order	12/13/2005
11/15/2005 21:42	UP	2431	MELNP 14	910	CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	ATC IS CUTOUT AT MP.203 ON THE BOONE SUB ACCOUNT OF THE LIGHTS KEPT	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 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 lt....change speedo head, change motion lt axle drive, calibrated and completed 45 day inspection.ob and ltgood (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
11/20/2005 10:05	UP	9828	QNPCH 16	940	A.T.C.S. EQUIPMENT	5707	WARNING LIGHTS	BOONE MIC REPORTED THAT THE ATC 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
11/21/2005 23:28	UP	4207	ZKCPD 20	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	THE CAB SIGNALS KEEP CYCLING ON THEM AND WILL NOT ACKNOWLEDGE. NOW HAVE	CUT OUT AT MP 556 WEST BOUND ON THE LARAMIE SUB. GGC/OMA	OX591	REBOOTED CCS COMPUTER AND ALL 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.	12/7/2005
11/24/2005 11:38	UP	5379	ASJIH 19	940	A.T.C.S. EQUIPMENT	5901	MOBILE COMMUNICATION PACK (MCP	CREW REPORTED THAT THE ATC WAS SHOWING CLEARS SIGNALS ALL THE TIME,	IT HAS BEEN CUT OUT AT NZ315. RUNNING ON ABSOLUTE BLOCK NOW. NEED TOTRAIL ONLY UNTIL REPAIRED. LJE/OMA	RV323S	RECALIBRATED THE PICKUP AND DROP SETTINGS SYSTEM 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	X 344D	replaced tvo card departure tested ok	2/27/2006
11/28/2005 4:24	UP	4299	IG2LBX 27	950	OTHER CAB EQUIPMENT	5912	MISSING DUST COVER	CUT THE ATC AT MP137 WEST BOUND ON THE GENEVA SUB ACCOUNT IT WOULD NOT	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	THE ATC AND CAB SIGNALS DROPPED 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	5401	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

12/2/2005 8:02	UP	3135	MCHPB 01	940	A.T.C.S. EQUIPMENT	5409	TIMER	CREW REPORTED THAT THE CAB SIGNALS CAUSED A PENALTY AND WOULD NOT	RECOVER. ATC WAS CUT OUT AT MP 138 VILGROVE, RUNNING ON ABSOLUTE BLOCKNOW. LJE/OMA12/02/05 - NO LOAD IN DYNAMIC BRAKES, CREW REPORTS DYNAMIC BRAKES ARE VERYWEAK, NOT WORKING. TRAIL ONLY UNTIL IT IS REPAIRED. 1832CST-PMR/OMA	B 372	recalibrated ccs. performed push pull and load test for dynamic problems with no defects found.	12/6/2005
12/2/2005 8:15	UP	5051	ASJIH 29	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	CREW REPORTED THAT THE CAB SIGNALS WENT DARK AND CAUSED A PENALTY,	CAB SIGNALS ARE CUT OUT AT MP 636, AND RUNNING ON ABSOLUTE BLOCK NOW.LJE/OMA	JP016	REPLACED RECIEVER BARS VERIFIED CCS OK	12/12/2005
12/4/2005 10:35	UP	9463	MPRPB 03	950	OTHER CAB EQUIPMENT	9206	AXLE DRIVE	LOST POWER TO THE ATC AND PUT THE TRAIN INTO A PENALTY APPLICATION.	RECOVERED THE AIR AND NOW HAVE IT CUT OUT AT MP 30.5 GENEVA SUB.GGC/OMA	JH404D	REPLACED AXLE ALT.	12/20/2005
12/5/2005 0:44	UP	4443	ZLTCS 05	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CUTOUT ACCOUNT OF GIVING A PENALTY WHEN RELEASING INDEPENDENT	CEL/OMA	NZ005	Inspected and tested system several times, operates properly.	12/10/2005
12/7/2005 9:58	UP	8929	MNPNA 06	111	TRIPPED LOW OIL DEVICE ONLY	2216	CCP DEVICE	LATE REPORT TO RF DESK, DISPATCHER REPORTS UNIT IS DEAD,	SHUTDOWN ACCOUNT OF LOW OIL AND LOW COOLANT PRESSURE FAULTS. UNIT IS DIC.0958CST-PMR/OMAARR NMP ON LINE RUNNING WITH NO DEFECTS REPORTED OR FOUND-ALL LEVELS OK--12/10/05-NMP R.HOUSE FRMN.	NZ021	RESET LOOSE PLUG ON BCC. CLEANED ECM CONECTORS, LOAD AND POWER TESTED ALL SAT.	12/20/2005
12/9/2005 10:20	UP	9555	MRVNP 04	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	CCS ERRATIC DROPS IN AND OUT. CCS NEEDS TO RECALIBRATED AT	NEXT SHOPPING. CWK/OMA	NX284S	ccs settings too low recalibrated ccs tested ok	12/9/2005
12/11/2005 10:12	UP	7255	MEUNP 04	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CCS KEEPS CAUSING A PENALTY APPLICATION. CCS CUT OUT AND NEEDS	CALIBRATED AT NEXT SHOPPING. CWK/OMA/LL3523	NX284C	ccs tested and recalibrated ok no defects found	12/15/2005
12/21/2005 12:53	UP	3881	ZSCCS 21	910	CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	THE CAB SIGNALS KEEP DROPPING OUT AND CYCLING ON THEM. NOW HAVE CUT	AT MP 746 EAST BOUND ON THE RAWLINS SUB. GGC/OMA	X 344E	CCS WAS NOT SET-UP CORRECTLY, TESTED, SET-UP, & ARMED.	1/23/2006
12/21/2005 14:50	UP	7155	GDEXMF 15	915	REPETETIVE FALSE TRIP / CYCLING	5431	CPU MODULE	CCS CUT OUT IN CCS TERRITORY FOR FALSE CYCLING. BTD/OMA	TRAIL	NX284E	TIGHTENED CPU MPDULE	12/29/2005
12/22/2005 10:00	UP	9153	QHKNP 20	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	THE CAB SIGNALS HAVE BEEN CUT OUT AT MP 488 ACCOUNT THEY KEEP	DROPPING OUT FOR NO REASON AT ALL. GGC/OMA	NX284S	NEW AMPLIFIER APPLIED TO CCS SYSTEM. CALIBRATED AND TESTED-OK.	12/27/2005
12/23/2005 17:13	UP	4658	AMLNSB 20	910	CAB SIGNAL EQUIPMENT	5407	RELAYS	THE CAB SIGNALS KEEPS CYCLING ON THEM WILL GET A CLEAR AND THEN GO	ABOUT 2 UNITS AND DROP OUT. HAVE CUT OUT AT MP 975.5 ON THE SALT LAKESUB. GGC/OMA	NX284S	loose ddsp recalibrated ccs tested ok	12/26/2005
12/24/2005 19:30	UP	7347	QPRNP 24	940	A.T.C.S. EQUIPMENT	9900	NO DEFECTS FOUND	CREW REPORTED THAT THE ATC KEEPS DROPPING OUT AND PUTTING THEM INTO	A PENALTY. ATC IS NOW CUT OUT AT MP 36 ON THE CLINTON SUB. RUNNING ONABSOLUTE BLOCK NOW. LJE/OMA	NX284G	no defect found	12/27/2005
12/24/2005 22:47	UP	3040	MPRDM 24	940	A.T.C.S. EQUIPMENT	5406	RECEIVER BARS	CREW REPORTED THAT THE ATC WAS CUT OUT AT CLINTON IA ACCOUNT OF IT	KEEPS CAUSING A PENALTY AND DROPPING OUT. RUNNING ON ABSOLUTE BLOCK NOW.LJE/OMA	NZ021	ATC causing penalty. C/O receivers. Retested cab signals O.K.	12/30/2005
12/25/2005 1:43	UP	6774	ZLDYC 23	940	A.T.C.S. EQUIPMENT	5420	HARMON ULTRA-CAB	CREW REPORTED THAT THEY HAD TO CUT OUT THE ATC ACCOUNT OF IT KEEPS	DROPPING OUT AND CAUSING A PENALTY. CUT OUT AT MP 253 ON THE SALEM SUB.RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NZ021S	rf for atc keeps dropping out....recalibrated atc pick up (way out of calibrations),45 day inspection done, ob and lt good (inspected by jack hamilton)	12/29/2005
12/25/2005 9:13	UP	5871	CWXNA 24	811	ENGINE REVS UP - NO LOAD	9900	NO DEFECTS FOUND	NO LOAD ACCOUNT OF TL 18/19 MIS-MATCH FAULTS THAT WON'T RESET.	CREW WILL CHECK THE MU JUMPERS WHEN THEY GET STOPPED. 0913CST-PMR/OMA	NX284Y	found 1 old fault, suspect mu cable fault, wheels ok	12/25/2005
12/25/2005 19:29	UP	5973	CBTLL 24	940	A.T.C.S. EQUIPMENT	8001	GE RX CLOSEOUT	CREW REPORTED THAT THE ATC WILL NOT TAKE THE AIR, NEED TO TRAIL ONLY	UNTIL REPAIRED. LJE/OMA12/30/05 - CREW FOUND THE ENGINE SHUTDOWN AND NOTRUNNING, WATER WAS NOTDRAINED. ENGINE WON'T START, CREW HAS DRAINED THE WATER AND UNIT IS NOWDIC. 0952CST-PMR/OMA	NP162S	jumped started filled with water load tested fine	1/1/2006
12/26/2005 5:46	UP	4390	KOAMN 22	910	CAB SIGNAL EQUIPMENT	5504	MODULE CARD/MICROPROCESSOR	CREW REPORTED THAT THE CAB SIGNALS ARE DROPPING IN AND OUT OF	RESTRICTIVE SIGNALS. CUT OUT AT MP 973 ON THE SALT LAKE SUB. RUNNING ONABSOLUTE BLOCK NOW. LJE/OMA	NX284S	REPLACED CCS MODULE MFIO (SHORTED) REPLACED MOD ST/CCS ELEC C.A.R. TESTED AND RECALIBRATED CCS OK AFTER REPAIRS	12/27/2005
12/28/2005 12:15	UP	4645	IDUSE 24	910	CAB SIGNAL EQUIPMENT	5409	TIMER	HAVE CUT OUT THE CAB SIGNALS AT MP 662.3 WEST BOUND ON THE LARAMIE	SUB ACCOUNT THEY KEEPS CYCLING ON THEM AND DROPPING OUT. GGC/OMA	OX591	INSP. & TESTED CAB SIGNAL. ALL PASSED.	12/31/2005

12/28/2005 18:46	UP	5586	CBTWL9 28	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS WENT RESTRICTIVE CAUSING PENALTY. CUTOUT AND RUNNING	ABSOLUTE BLOCK TO NORTH PLATTE. CEL/OMACCS RUN THROUGH DEPARTURE TEST. TESTED SAT. LOOPED AND FOUND THRESHOLD LEVELS LOW. RE-CAL NEXT CAB SIGNAL DUE DATE/NX284E	NX284E	ARRIVE ON POINT NO FAULTS	1/4/2006
12/28/2005 20:49	UP	6641	CTVNA 23	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CAUSING PENALTY. RUNNING ABSOLUTE BLOCK UNTIL REPAIRED.	CEL/OMA	NP162	TESTED AND RE-CALIBRATED, NO DEFECTS FOUND.	2/20/2006
12/29/2005 2:00	UP	8130	GSOVMH 23	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CUT OUT CAB SIGNALS ACCOUNT OF COMPUTER SAYS INOPERATIVE. CEL/OMA	DEFER , NO PARTS.trail per D Hopkinson.	WD640D	REPLACED CS POWER SUPPLY-BY KEITH PARKER	2/11/2006
12/29/2005 8:15	UP	8154	MFRNP 25	910	CAB SIGNAL EQUIPMENT	5708	MICROPROCESSOR	THE CAB SIGNALS KEEP CYCLING AND DROPPING OUT. NOW HAVE CUT OUT AT	AT MP 673 EAST BOUND ON THE LARAMIE SUB. GGC/OMA	NX284S	out of calibration	12/30/2005
12/29/2005 19:36	UP	3406	MHKSE 29	915	REPETETIVE FALSE TRIP / CYCLING	5403	DECODER	CAB SIGNALS PICK UP AND DROP OUT UNWANTED. NEEDS CALIBRATED. CUTOUT	NOW UNTIL REPAIRED. CEL/OMA	OX591	CHECKED PICKUPS AND DROPOUTS ALL WELL IN SPECIFICATION SUSPECT WEATHER RELATED PROBLEM POSSIBLY IN TRACK CIRCUIT	1/1/2006
12/31/2005 4:32	UP	4454	MRONP 30	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CREW REPORTED THAT THE CAB SIGNALS KEEP GOING DARK AND CAUSING THE	TRAIN TO GO INTO EMERGENCY. CUT OUT THE CAB SIGNALS AT MP 988 ON THEOGDEN SUB. RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	CX767	no parts in stock. ok as a trail unit for power or lead unit in non ccs teritory.	1/5/2006
1/2/2006 0:36	UP	4554	MRONP 30	910	CAB SIGNAL EQUIPMENT	5407	RELAYS	UNIT HAS THE CAB SIGNALS CUT OUT AT WX814 ACCOUNT OF CAUSING A PENALTY	AND WILL NOT RECOVER. UNIT IS RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NX284S	ddsp loose recalibrated ccs ok	1/2/2006
1/2/2006 5:05	UP	6608	CTSNA 31	940	A.T.C.S. EQUIPMENT	5420	HARMON ULTRA-CAB	CREW REPORTED THAT THE ATC KEEPS DROPPING OUT, CUT OUT AT MP 56.	RUNNING ON ABSOLUTE BLOCK NOW. NEED TO TRAIL ONLY IN ATC TERRITORYUNTILREPAIRED. LJE/OMA	NX284C	MFIO CARD NEW	1/8/2006
1/3/2006 11:56	UP	9531	AMLNSR 31	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	CAB SIGNALS GO DARK AND GIVE UNWARRANTED PENALTIES. CEL/OMA		NX284S	UNIT CALIBRATION SET TO LOW / NEEDS 060B MOD NEXT SHOPPING	1/3/2006
1/4/2006 1:58	UP	7155	CPLNA 02	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	THE CAB SIGNALS KEEP DROPPING OUT AND CYCLING ON THEM. NOW HAVE CUT OUT	AT MP 026 WEST BOUND ON THE SOUTH MORRILL SUB. GGC/OMA	NX284C	tested ok	2/11/2006
1/4/2006 12:21	UP	9063	QPRNP 02	915	REPETETIVE FALSE TRIP / CYCLING	5410	WIRING	CAB SIGNALS CUTOUT FOR GIVING UNWARRANTED PENALTY. CEL/OMA		NZ021	repaired wiring cab signal inspection done	1/7/2006
1/4/2006 14:08	UP	9153	MNPKS 04	912	ASPECT OUT	5508	27 POINT CABLE	REPORTED CAB SIGNALS WENT DARK. RUNNING ABSOLUTE BLOCK NOW. TRAIL ONLY.	CEL/OMA	NX284S	CCS ELECTRICIAN INSPECTED BARS AND SYSTEM WAS CALIBRATED. NO DEFECTS FOUND WITH SYSTEM AFTER INSPECTION.	1/7/2006
1/4/2006 16:32	UP	3017	MMTCL 04	912	ASPECT OUT	5410	WIRING	MARSHALLTOWN REPORTS CAB SIGNALS WENT DARK. CEL/AOPM		NZ021	Cab signals went dark.C/O missing fuse cap & fuse. Cab signal tested O.K.	1/6/2006
1/5/2006 8:23	UP	9780	AAMMLB 03	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	CREW REPORTED THAT THE CAB SIGNALS KEEP DROPPING OUT. CCS IS NOW CUT	OUT AT WX662 AND ARE RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	NX284	recalabrated atc...tested good	1/16/2006
1/8/2006 9:30	UP	9153	QNPWXP 08	912	ASPECT OUT	9900	NO DEFECTS FOUND	CAB SIGNALS CUT OUT DUE TO ASPECTS GOING DARK AND PUTTING TRAIN INTO	A PENALTY HAPPENED AT MP245 KEARNEY SUB NOW RUNNING ABSOLUTE BLOCK.BTD/OMA 9:30 CST	NX284	TROUBLESHOOT CCS - TESTED OK	1/14/2006
1/8/2006 9:45	UP	3956	ILBNOB 03	912	ASPECT OUT	9900	NO DEFECTS FOUND	CCS CUT OUT DUE TO GOING DARK KEARNEY SUB MP171 RUNNING ABSOLUTE	BLOCK INTO NOP DO NOT USE AS A LEADER IN CCS TERRITORY UNTILREPAIRED. BTD/OMA 9:50 CST	TP250	tested ccs with no defects found.	2/18/2006
1/9/2006 16:39	UP	5417	ZSCKC 08	913	AUDIBLE INDICATOR DEFECTIVE	5408	AUDIBLE INDICATOR	REPORTED CAB SIGNALS WORK BUT NO AUDIBLE. RUNNING ABSOLUTE BLOCK. CEL/OMA	TRAIL ONLY	NZ021	reset system ran depature test several times works ok	1/26/2006
1/11/2006 2:30	UP	3087	MCLPR 10	10	AIR BRAKES	5408	AUDIBLE INDICATOR	CANT NOT GET THAT AIR TO RESET, HAVE CUT OUT THE CAB SIGNALS BUT SILL	WILL NOT RESET. GGC/OMA	NZ021	Ack horn malfunction. Repaired so audible is at acceptable level.	1/11/2006
1/11/2006 8:30	UP	5186	MASPR 10	940	A.T.C.S. EQUIPMENT	5504	MODULE CARD/MICROPROCESSOR	CREW REPORTED THAT THE ATC WILL NOT COMPLETE A DEPARTURE TEST, NEED	TO TRAIL ONLY IN ATC TERRITORY.LJE/OMA.....rf for cab signals will not departure test.....replaced wrong tvo module (needs mag-vlv tvo), calibrated and tested ok, departure tested ok, ob and lt good (completed by john wilson)	NZ021	rf for cab signals will not departure test.....replaced wrong tvo module (needs mag-vlv tvo), calibrated and tested ok, departure tested ok, ob and lt good (completed by john wilson)	1/12/2006
1/13/2006 15:05	UP	5592	MHONP 10	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	MARRYSVILLE FOREMAN GENERAL REPORTED TAHT THE CCS KEEPS DROPPING	OUT. CUT OUT AT KX148 AND RUNNING ON ABSOLUTE BLOCK NOW. NEED TO TRAILONLY UNTIL REPAIRED. LJE/OMA	NX284S	replaced the ddsp module	1/14/2006
1/14/2006 7:00	UP	832	LFG58 14	915	REPETETIVE FALSE TRIP / CYCLING	5907	NO POWER TO/FROM OBT	CCS WAS CUT OUT FOR CYCLING AT MP 147 ON KEARNEY SUB. BTD/OMA		NX284S	out of calibration	1/14/2006

1/14/2006 8:30	UP	4472	MNPNA 13	915	REPETETIVE FALSE TRIP / CYCLING	5403	DECODER	CCS CUT OUT FOR CYCLING ON SIDNEY SUB MP491 RUNNING ABSOLUTE BLOCK	DO NOT USE AS A LEADER IN CCS TERRITORY UNTIL REPAIRED. BTD/OMA	OX591	c/o ddsp module account ccs cycles	1/17/2006
1/15/2006 2:35	UP	2507	MSXKS 14	950	OTHER CAB EQUIPMENT	4005	GRIDS	CAN NOT GET THE ATC TO POWER UP AT ALL. THE CCS IS WORKING OKAY BUT	THATIS IT. GGC/OMA 1/24/06 - NO LOAD IN DYNAMIC BRAKING. CONTINUOUSWHEEL SLIP WHEN IN DYNAMIC BRAKES. DYN BRKS ARE NOW CUTOUT.2313CST-PMR/OMA2/11/06 - WHEEL SLIP IN DYN BRKS, HAVE CUTOUT DYN BRKS DEFECTIVE. PMR/OMA	MX283D	replaced burnt section of grids and load tested ok	2/18/2006
1/15/2006 14:51	UP	3300	GCACDM 13	911	CCS DOES NOT FUNCTION AT ALL	5410	WIRING	CREW REPORTS NO POWER FOR THE CAB SIGNALS. CEL/OMA	MILEPOST 128.6 ON THE LAURENS BRANCH. CEL/OMA	NZ005	Replaced power supply and repaired damaged wiring.	1/24/2006
1/15/2006 19:00	UP	8049	CBPNA 14	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	CAN NOT GET THE CAB SIGNALS TO FUNCTION AT ALL. HAVE ALL BREAKER ON	BUT NOT GETTING ANY POWER. GGC/OMA	NX284S	NEW POWER SUPPLY AND CPU, CALIBRATED AND TESTED OK.	1/17/2006
1/16/2006 11:20	UP	5129	MCHNP 15	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	THE ATC WAS CUT OUT FOR FALSE CYCLING AT MP58 ON THE GENEVA SUB THEY	ARE NOW RUNNING ABSOLUTE BLOCK, DO NOT USE AS A LEADER. BTD/OMA	JP016	unit to be used on non ccs territory, rf closed to be able to use unit, RM placed for CCS B/O.	1/23/2006
1/17/2006 1:32	UP	4652	MGRDV 16	910	CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	LOST ALL POWER TO THE CAB SIGNAL SYSTEM. RESET THE CIRCUIT BREAKER	BUT WOULD NOT POWER UP. NOW CUT OUT AT MP 565.4 ON THE LARAMIE SUB.GGC/OMA	NX284S	CCS POWER SUPPLY WAS BAD WOULD NOT POWER UP--REPLACED POWER SUPPLY AND CALIBRATED AND TESTED OK	1/19/2006
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	WORK AT ALL. GGC/OMA 01/22 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	1/28/2006
1/18/2006 13:38	UP	8083	CRQBT 16	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	FOREMAN GENERAL REPORTED THAT THE CAB SIGNAL POWER SUPPLY IS BAD	ORDER, IS CUT OUT NOW RUNNING ON ABSOLUTE BLOCK NOW. NEED TO TRAIL ONLYUNTIL REPAIRED. LJE/OMAUPTATE: UNIT WAS SET OUT AND HAS AN IDLER IN THE #3 POSITION. NOTHINGWAS REPORTED TO THE TECH DESK. GGC/OMA	NX284	REPLACED POWER SUPPLY. ALSO REPLACED #3 TM FOR LOCKING UP	1/25/2006
1/18/2006 13:59	UP	4207	IG1CIX 18	940	A.T.C.S. EQUIPMENT	5908	ATCS CURCUIT BREAKER DEFECTIVE	CREW REPORTED THAT THE CAB SIGNALS KEEP DROPPING OUT AND WILL NOT	COME BACK UP. CUT OUT AT MP 62 AND RUNNING ON ABSOLUTE BLOCK NOW.LJE/OMA	C 015	service only	1/30/2006
1/19/2006 9:56	UP	9726	MKCSX 18	910	CAB SIGNAL EQUIPMENT	5405	MAGNET VALVE	COUNCIL BLUFFS MECHANICAL REPORTED THAT THE CAB SIGNALS ARE BAD ORDER	ACCOUNT OF THE CPU CARD IS BAD. NEED TO TRAIL ONLY UNTIL REPAIRED.LJE/OMA	NZ005	Found a plug on atc magvalve and removed, also had a b/o tach and test card sytem working fine now.	2/1/2006
1/20/2006 7:50	UP	9054	MCHNP 19	913	AUDIBLE INDICATOR DEFECTIVE	5408	AUDIBLE INDICATOR	ATC HIGH SPEED WHISTLE NOT WORKING DO NOT USE AS A LEADER IN ATC	TERRITORY UNTIL REPAIRED. BTD/OMA	NX284	TESTED, HIGH SPEED WHISTLE WORKING OK.	1/22/2006
1/21/2006 23:25	UP	4351	MDVGR 21	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS DROPPED OUT DARK TWICE AND WOULD NOT COME BACK UP, NOW	HAVE CUT OUT AT MP 565 WEST BOUND ON THE LARAMIE SUB. GGC/OMA	WX817	cycled comp- working out	1/22/2006
1/22/2006 6:10	UP	9746	IG2LBB 21	912	ASPECT OUT	9900	NO DEFECTS FOUND	THE ATC MOTION LIGHT IS INOPERATIVE DO NOT USE AS A LEADER IN ATC	TERRATORY UNTIL REPAIRED. BTD/OMA UPDATED GREEN RIVER MECHANICALREPORTED THAT THE UNIT TRIPPED LOW OIL PRESSURE FAULTS, WILL NOT STAYRESET. UNIT IS DEAD AND DRAINED. LJE/OMA	UP002	TESTED OK	1/26/2006
1/22/2006 13:46	UP	2446	RBMBD 19	10	AIR BRAKES	1710	VALVES	PC WONT RESET. CAB SIGNALS CUTOUT AND RESETING AIR NO HELP. CEL/OMA	defer	AX345C	unloader valve was frozen. repaired, unit now gets air to reset the PC	2/1/2006
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	1/29/2006
1/24/2006 10:57	UP	832	LNC14 24	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	GRAND ISLAND FOREMAN GENERAL REPORTED THAT THE CAB SIGNALS KEEP	DROPPING OUT. NEED TO TRAIL ONLY UNTIL REPAIRED. LJE/OMA	NX284	FRONT BAR BRACKET LOOSE, REWELDED BRACKET. REAR BAR MISWIRED, REWIRED BAR. RECALIBRATED CCS, TESTED OKAY.	2/2/2006
1/24/2006 12:05	UP	9748	KMNOA 23	910	CAB SIGNAL EQUIPMENT	5504	MODULE CARD/MICROPROCESSOR	CREW REPORTED THAT THE CAB SIGNALS PUT THEM INTO PENALTY, AND THEN	STARTED CYCLING ON AND OFF. CUT OUT AT MP 106.7 RUNNING ON ABSOLUTEBLOCKNOW. LJE/OMA	UP002	applied calibration	1/31/2006
1/26/2006 3:39	UP	4465	QNPSKP 26	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	REPORTED CAB SIGNAL WENT TO RESTRICTEDSIGNAL, RESET AND NO HELP.	MP276, KEARNEY SUB. ABSOLUTE BLOCK. RLD/OMA	NZ021	recalibrated atc. found test switch in monitor mode	2/1/2006

1/28/2006 12:21	UP	9752	MKCCP 27	914	WILL NOT ACKNOWLEDGE	9900	NO DEFECTS FOUND	ATC AIR PORTION CUTOOT 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. 2/11---cab 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
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 AVAIABLE.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	AND WOULD NOT RECOVER. RUNNING ON ABSOLUTE BLOCK NOW. LJE/OMA	MX283D	Changed out the Vital input card, and did monthly CCS/ATC.	2/11/2006
2/3/2006 3:47	UP	8132	CPMJR 02	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CUTOOT 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	911	CCS DOES NOT FUNCTION AT ALL	5407	RELAYS	CAB SIGNAL PROBLEMS. CAUSING PENALTY AND CUTOOT NOW. BOONE SUBDIVISION	AT MILEPOST 277. CEL/OMA	LS372	Recalibrated CCS	3/6/2006
2/8/2006 13:45	UP	9672	AGBMI 06	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS DROPPED OUT AND WENT DARK AND PLACED THE TRAIN INTO	EMERGENCY AND WOULD NOT RECOVER. NOW HAVE THE CAB SIGNALS CUT OUT ATMP 576 WEST BOUND ON THE LARAMIE SUB. 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
2/9/2006 12:50	UP	5187	KTSAH2 07	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	HAD THE CAB SIGNALS DROP OUT AND DID NOT GIVE ANY AUDIBLE INDICATION	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 SUB. GGC/OMA	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 CUTOOT 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	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	CAB SIGNALS WERE CUT OUT AT MP680 ON THE RAWLINS SUB, DUE TO GOING	DARK THEY ARE NOW ABSOLUTE BLOCK. BTD/OMA	NX284S	iloc module bad= replaced and tested and recalibrated ok	2/16/2006

2/14/2006 9:00	UP	4475	AAMCY 10	910	CAB SIGNAL EQUIPMENT	4106	SLIP RINGS	THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING OUT, NOW HAVE CUT	OUT AT MP 334.7 ON THE SIDNEY SUB. GGC/OMA 02/21 UPDATE: NOT THE UNITWILL NOT LOAD AND IS GETTING AN INDICATION OF NO COMPANION ALTERNATOROUT PUT AND WILL NOT RESET. GGC/OMA	PX862	c/o slip ring brushes, and reset CPU module for ccs account faults, all checks good	2/25/2006
2/15/2006 23:02	UP	9747	MNPPR 14	910	CAB SIGNAL EQUIPMENT	5411	AXLE DRIVE	MOTION LIGHT FOR CAB SIGNALS IS OUT. IN ATC TERRITORY ON THE CLINTON	SUB AT MILEPOST 158. TRAIN SPEED RESTRICTED TO 40MPH. CEL/OMA	NZ005	Found cab signal axle alternator b/o, replaced and tested ok.	2/19/2006
2/19/2006 6:24	UP	6718	MNPSS 18	950	OTHER CAB EQUIPMENT	5906	POWER SUPPLE FAILURE	HAVE CUT OUT THE ATC ACCOUNT IT WOULD NOT GIVE ANY AUDIBLE INDICATION	AND WOULD NOT CHANGE TO FROM RESTRICTING TO CLEAR. CUT OUT AT MP 349ON THE COUNCIL BLUFFS SUB. GGC/OMA	NX284G	ccs good	3/7/2006
2/20/2006 4:48	UP	9827	ICIBP 16	10	AIR BRAKES	1606	BRAKE VALVE	AIR LEAK AT THE CAB SIGNAL CUTOUT VALVE CAUSING AIR TO BLEED DOWN	AND TRIPPING PCS. AIR CUTOUT AND NOT USING FOR POWER UNTIL REPAIRED.CEL/OMA	NZ021	Air leak at cab signal cutoff dbmv changed out not leaking now	2/24/2006
2/20/2006 6:30	UP	5224	KLAG1 16	950	OTHER CAB EQUIPMENT	5404	ASPECT DISPLAY	NOT GETTING ANY AUDIBLE INDICATION FROM THE ATC/ATS, NOW HAVE IT CUT	OUT AT MP 349 ON THE COUNCIL BLUFF SUB. GGC/OMA	NZ005	Found ADU B.O. C/O ADU tested good.	2/23/2006
2/21/2006 2:20	UP	9760	MNPRO 18	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CCS WAS CUT OUT ON THE EVANSTON SUB, WOULD NOT ACKNOWLEDGE. BTD/OMA		UP002	done complete ccs test with no defects found	2/21/2006
2/21/2006 6:14	UP	8347	MASPR 20	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CAN NOT GET THE CAB SIGNALS TO POWER UP AT ALL, HAD CREW OPEN UP THE	EQUIPMENT BOX AND FOUND THE POWER SWITCH WAS OFF, HAD THEM TURN IT ONBUT STILL COULD NOT GET THE CAB SIGNALS TO POWER UP. GGC/OMA	NZ021	rf for cab signals went dark/ will not power up....changed ultra cab power supply, calibrated settings, completed 45 day inspection, ob and lt good	2/23/2006
2/21/2006 22:30	UP	9033	QPRNP 20	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	CAB SIGNALS WERE CUT OUT ON THE COLUMBUS SUB MP039 FOR NOT PICKING UP	A CLEAR SIGNAL THEY ARE NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	NX284S	TESTED CCS ATC CHECKED O/K	2/22/2006
2/24/2006 22:04	UP	9146	AMT6 24	532	NOISY TRACTION MOTOR	1906	PIPING	SETOUT "SEE SETOUT DATABASE" UNIT IS BEING SETOUT AT RYEPATCH NV	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. LJE/OMA02/25 DEFECTS REPAIRED, OK TO USE AS POWER TO SHOP FOR RF CLOSEOUT.KRS/OMA	RV323S	defects inspected & ok for service	2/28/2006
2/25/2006 6:44	UP	4753	QWCNP 22	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	HAVE CUT OUT THE CAB SIGNALS AT MP 989 EAST BOUND ON THE SALT LAKE	SUB ACCOUNT THEY CAN NOT GET IT TO RECOVER FROM EMERGENCY. GGC/OMA	NZ021S	RF- CAB SIGNALS HAVE BEEN CUT OUT ACCOUNT OF NOT BEING ABLE TO RECOVER FROM EMERGENCY. FOUND B/O CPU CARD FOR CAB SIGNALS. C/O BAD CARD. ALL TESTED GOOD AFTER REPAIRS WERE MADE PREFORMED 45-DAYS ALSO. NO FURHTER DEFECTS	3/1/2006
2/25/2006 14:00	UP	7155	CHSJ9 18	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS KEEPS CYCLING ON THEM, NOW HAVE CUT OUT AT MP 31 ON	SOUTH MORRILL SUB. GGC/OMA	NP162	checked ccs and atc pick ups and drop outs, NTF	2/27/2006
2/26/2006 11:45	UP	2957	MASPR 25	910	CAB SIGNAL EQUIPMENT	5408	AUDIBLE INDICATOR	HAVE CUT OUT THE CAB SIGNAL SYSTEM AT MP 127.6 EAST BOUND ON THE	GENEVA SUB ACCOUNT THEY KEEP GOING INTO EMERGENCY WHEN THEY TRY TO PULL.GGC/OMA	NZ021	found clear bell b/o. replaced train ops completed 45 day	2/27/2006
2/27/2006 6:32	UP	3087	UEC6BL 26	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	HAVE CUT OUT THE CAB SIGNALS SYSTEM AT MP 90 ON THE CLINTON SUB,	COULD NOT GET THE AIR TO RECOVER FROM EMERGENCY. GGC/OMA	NZ021	cab signal could not get to recover air repaired wiring changed amp. did 45 day all checks ok	3/3/2006
2/27/2006 21:35	UP	4368	MNPLV 27	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS DROPPED OUT 3 TIMES FROM MILEPOST CP365 TO CP373.75 ON	THE SIDNEY SUB. WORKING NOW. CEL/OMA	UP002S	no-defects.	3/5/2006
3/1/2006 3:27	UP	8310	IG2OA 28	810	LOADING PROBLEMS IN POWER	9900	NO DEFECTS FOUND	CREW REPORTED THAT THE UNIT TRIPPED TCC MISMATCH FAULTS, THAT WILL	NOT RESET. UNIT HAS REDUCED LOAD ACCOUNT OF MISMATCH FAULTS.LJE/OMA	NX284S	unit logged one fault, wheels ok. run per mngt.	3/2/2006
3/4/2006 9:05	UP	2975	EG2G3 04	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	CAB SIGNALS ARE CUTOUT ACCOUNT OF GIVING A UNWARRANTED PENALTY WHILE	IN RESTRICTED ZONE. MILEPOST 21 ON GENEVA SUBDIVISION. CEL/OMA	NZ077	atc setting was at 250. raised it to 380 and tested 3 times.passed test on all 3 accounts. problem repaired.	3/4/2006
3/5/2006 21:25	UP	6557	CCANN 02	910	CAB SIGNAL EQUIPMENT	5410	WIRING	CUT OUT THE ATC AT MP 321.2 EAST BOUND ON THE BOONE SUB ACCOUNT NOT	GETTING AN AUDIBLE INDICATION AND WILL TAKE THE AIR WITHOUT NOTICE.GGC/OMA	NX284C	replaced gen field brkr and did 45 day test.tested ok per ccs elect.	3/12/2006
3/6/2006 5:35	UP	4227	ILBG2 03	910	CAB SIGNAL EQUIPMENT	5431	CPU MODULE	THE CAB SIGNALS ARE NOT CORRESPONDING TO THE BLOCK SIGNAL INDICATIONS,	THEY ARE NOW CUTOUT AT MP 988 EAST BOUND ON THE SALT LAKE SUB. GGC/OMA	NX284S	toggle switch on cpu in cal mode.	3/7/2006

3/15/2006 8:40	UP	4932	KG1LA 14	915	REPETETIVE FALSE TRIP / CYCLING	5412	CUT OUT SWITCH	CAB SIGNALS NOT WORKING CORRECTLY. TROUBLE ACKNOWLEDGING. CUTOUT NOW ON	THE SIDNEY SUB #1 TRACK AT MILEPOST 376. CEL/OMA	CX809S	ACKNOWLEDGING SWITCH HAS BEEM SMASHED IN.	3/18/2006
3/20/2006 14:22	UP	8354	QPWRV 19	810	LOADING PROBLEMS IN POWER	6904	THERMAL CRACKS	CREW REPORTED THAT THE UNIT TRIPPED TCC 2 WHEEL MISMATCH FAULTS,	FAULTS WILL NOT STAY RESET. UNIT IS LOADING AT A REDUCED RATE.LJE/OMARESET FAULTS WHEELSLOOK OK NOT FEDERAL COULD NOT SIMULATE PROBLEM PUT ONCONTROLLED RUN TO RETURN TO RSVL FOR RF CLOSEOUT <GAT>RSV	RV323S	wheels trued	3/27/2006
3/21/2006 11:22	UP	9061	MCHNP 18	911	CCS DOES NOT FUNCTION AT ALL	5402	CONVERTER	THE CAB SIGNALS WILL NOT WORK AT ALL, AND CAN NOT RECOVER THE AIR,	NOW HAVE CUT OUT AT MP 243 WEST BOUND ON THE KEARNEY SUB. DDM/OMA	NZ021	RF CCS does not function at all. Calibrated system and performed 45 day. Everything checks ok. Engine run load test was good.	4/8/2006
3/22/2006 14:25	UP	9775	AGBML 22	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	ENGINEER REPORTS ATC DROPPED OUT, TOOK AIR ON TRAIN, MIC MADE REPAIR AT	PECK, ILLINOIS. FAILED AT CORTLAND, ILLONIS. DDM/OMA.	NX284	TESTED AND RECALIBRATED CCS. ALL SYSTEMS OK	3/24/2006
3/23/2006 23:50	UP	4021	AGBSE 21	915	REPETETIVE FALSE TRIP / CYCLING	5430	TVO MODULE	THE CAB SIGNALS KEEPS CYCLING ON THEM AND DROPPING OUT, NOW HAVE	CUT OUT AT MP 518 WEST BOUND ON THE LARAMIE SUB. GGC/OMA	NZ005	Unit had 1 limited check and module were loose. Reset fault, secured modules and connections, completed 45 day and track tested unit. Unable to duplicate problem or conditions.	4/3/2006
3/23/2006 23:58	UP	8130	MNPBY 22	911	CCS DOES NOT FUNCTION AT ALL	5409	TIMER	CAN NOT GET THE CAB SIGNALS TO WORK AND IS GETTING AN INDICATION THAT	SHOWS NO COMMUNICATION WITH THE MAIN COMPUTER. GGC/OMA	NX284W	cab signals working fine	4/28/2006
3/25/2006 5:34	UP	5615	MFWNP 24	811	ENGINE REVS UP - NO LOAD	9900	NO DEFECTS FOUND	NO LOAD ACCOUNT OF TL-18/19 MIS-MATCH FAULTS THAT WON'T RESET.	0534CST-PMR/OMA	NX284S	RELIABILTY PROCESS WORKED WITH GE INVOLVMENT - WORKED FAULT ANALYSIS .CHECKED TRAIN LINE OPERATION. ALL STEPS RESULTED IN REMOVAL OF MU CABLES. LOAD TESTED.	3/28/2006
3/26/2006 21:06	UP	2475	SWTCH 26	612	GROUND RELAY LOCK OUT IN POWER	4308	ARMATURE	DISPATCHER REPORTS THE CONTINUOUS GROUND RELAY LOCKOUT IN POWER.	NO OTHER INFORMATION AVAILBLE. 2106CST-PMR/OMA	SP760D	REPAIRED #3 TM CARBODY CABLE = AL JAUREGUI =	3/29/2006
3/27/2006 12:25	UP	9666	AGBMI 26	915	REPETETIVE FALSE TRIP / CYCLING	5914	BENT OR DAMAGED CONNECTING PIN	CAB SIGNALS ARE GOING DARK AND NOT WORKING AT ALL AT TIMES. THIS TIME	IT HAPPENED ON THE COUNCIL BLUFFS SUB AT MILEPOST 41. TRAIL ONLY.CEL/OMA CAME IN TAGGED NO DEFECTS FOUND INPECTION IN 4 DAYSUPDATE: STILL HAVING PROBLEMS WITH THE CAB SIGNALS DROPPING OUT ANDGOING DARK. GGC/OMA	RV323S	Repaired problem at connector system is working at this time	4/3/2006
4/3/2006 2:18	UP	6593	CKIBT 01	912	ASPECT OUT	5410	WIRING	NO LIGHTS FOR THE ATC SIGNALS. CUTOUT NOW ON THE PEORIA SUB.	MILEPOST SM194. CEL/OMA	NX284C	replaced cpu card and repaired pins on backplate. tested ok	4/9/2006
4/3/2006 11:15	UP	2977	MMTCL 03	950	OTHER CAB EQUIPMENT	5408	AUDIBLE INDICATOR	HAS BAD ATC, KEEPS TAKING THE AIR AND WILL NOT RECOVER. NOW HAVE MOVED		NZ021	REPLACED BULB IN INDICATOR AND REPLACED ACK HORN	4/7/2006
4/3/2006 12:40	UP	5163	KMNOA 01	910	CAB SIGNAL EQUIPMENT	5410	WIRING	THE CAB SIGNALS KEEP DROPPING OUT ON THEM WHEN THE GET TO A CLEAR OR	A APPROACH SIGNAL INDICATION. NOW HAVE CUT OUT AT MP363 ON THE SIDNEYSUB. GGC/OMA	CX809	UNIT INSPECTED AND GIVEN FULL CCS TEST / ALL SIGNALS AND PARAMETERS OK	4/15/2006
4/3/2006 17:20	UP	5160	KGNKR4 30	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS KEEP TAKING THE AIR ACCOUNT THEY DO NOT GET ANY AUDIBLE	INDICATION. GGC/OMA	CO486	complete ccs no defect found	4/13/2006
4/4/2006 12:00	UP	535	MKCAT 04	112	TRIPPED LOW WATER DEVICE / NO WATER	2502	HEAD	UNIT ARRIVED ATCHISON, KS. KLWB - HAS B/O POWER ASSY. JRC/OMA.	defer	TP250	changed #1,2,7 heads and rt water pump (rtm)	4/16/2006
4/4/2006 18:30	UP	6714	CJRSO9 03	915	REPETETIVE FALSE TRIP / CYCLING	5409	TIMER	CAB SIGNALS ARE CAUSING REPEAT TRIPPING. CUTOUT NOW ON CAB SIGNAL	TERRITORY. KEARNEY SUB MILEPOST 254.75. OK NOW. CEL/OMA	NX284C	repaired	4/11/2006
4/5/2006 3:21	UP	9509	MNPWC 31	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CUTOUT ACCOUNT OF FREQUENT DROPPING OUT. MILEPOST 890.5	ON THE EVANSTAN SUB. CEL/OMA	CX809	HP@ 8 4135 OP@ 8 75 WT@ 8 190 MR 0.0 AR 34 FP@ 8 45	4/12/2006
4/8/2006 7:40	UP	9357	QNLNP 06	910	CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	CAB SIGNALS KEEP TAKING AIR & THEY DO NOT GET ANY AUDIBLE INDICATION	NOW HAVE CUT OUT AT MP 89.75 ON THE MARYSVILLE SUB. GGC/OMA	RV323S	tested ok	4/12/2006
4/8/2006 8:25	UP	4160	KMNOA 06	910	CAB SIGNAL EQUIPMENT	3512	PRIMARY FUEL FILTER	CAB SIGNALS DROPPED OUT AND WOULD NOT COME BACK UP. NOW HAVE CUT OUT	AT MP 149 ON THE MARYSVILLE SUB. GGC/OMA UPDATE: NOW THE CREW ISINDICATING THAT THE UNIT IS DROPPING ITS LOAD. DID NOT SEE ANYTHINGTRIPPED ON THE COMPUTER. GGC/OMA	NX284S	Bypassing fuel. Replaced fuel filters. No defects or faults found with cab signal system. Tested good. Loadbox and system checks good.	4/9/2006
4/9/2006 7:50	UP	5646	CNTRO9 08	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	WILL GET A CLEAR INDICATION ON THE ATC AND GO ABOUT 200 FEET AND THEN	DROP OUT TO RESTRICTIVE. NOW HAVE CUT OUT AT MP 67.6 ON THE BOONESUB. GGC/OMA	NX284S	did ccs test for qm inspection, tested o/k	5/3/2006

4/9/2006 12:30	UP	4908	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. GGC/OMA	RV323S	changed event recorder magnet valve	4/13/2006
4/9/2006 13:08	UP	2477	MCBKC 09	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	6641	GSMHGA 08	915	REPETETIVE FALSE TRIP / 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	4631	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	6741	2CBMFK 09	915	REPETETIVE FALSE TRIP / 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
4/12/2006 8:02	UP	9243	MNPWC 09	811	ENGINE REVS UP - NO LOAD	5509	WIRING	NO LOAD AND DROPPING LOAD ACCOUNT OF "TL 13/16 MIS-MATCH" FAULTS,	WON'T RESET. CREW HAS TRIED SWAPPING MU JUMPERS BUT IT DID NOT HELP.0802CST-PMR/OMA	CX809	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 charge 27a LR 100%	4/18/2006
4/13/2006 11:50	UP	4124	MFWEYB 10	112	TRIPPED LOW WATER 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.	4/23/2006
4/13/2006 11:59	UP	6556	MATKC 13	745	STARTING SYSTEM INOP. 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	Unit arrived KCMO working and online in 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	2168	MNPEW 16	915	REPETETIVE FALSE TRIP / 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
4/16/2006 23:07	UP	6758	CSMKXH 14	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNAL CAUSED PENALTY. DID NOT GIVE AUDIBLE TO ACKNOWLEDGE.	MILEPOST 96 ON THE GURLEY SUB. ABSOLUTE BLOCK ESTABLISHED. CEL/OMA	NX284E	ARRIVED CUT IN, NOT SEALED. TESTED OK, NO HISTORY. SDK1/NOP	4/17/2006
4/20/2006 12:00	UP	4655	ASJNP 17	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	ARRIVED GREEN RIVER WY WITH THE CAB SIGNALS CUT OUT ACCOUNT THEY WOULD	NOT WORK AT ALL. GGC/OMACHECKED CCS AND PERFORMED CCS CALIBRATION NX284W04/25/06	UP002	DONE CCS WITH NO DEFECTS FOUND	4/27/2006
4/20/2006 14:53	UP	3937	ZSEMN 16	910	CAB SIGNAL EQUIPMENT	5408	AUDIBLE INDICATOR	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	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-30-70--PSI-CCP-0.01-ENG OVER SPEED-1075-RPM-904-MGV-1127-MGA-2509-MG-FLD-68-GRID-BL	4/30/2006
4/22/2006 0:30	UP	6041	2CAENA 20	915	REPETETIVE FALSE TRIP / CYCLING	9900	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	HLCX	6078	GSEGJC 25	118	ENGINE SHUT DOWN - 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	4078	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	7303	CPWNA 25	821	NO LOAD IN DYNAMIC	4005	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	9737	OPHVE 24	815	DROPS LOAD AFTER TRANSITION	5504	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

4/27/2006 16:05	UP	8126	CNCRO9 26	910	CAB SIGNAL EQUIPMENT	4502	CABLING	HAVE CUT OUT THE CAB SIGNALS AT MP 29 ON THE SO MORRILL SUB ACCOUNT	THE STARTED CYCLING ON THEM AND THEN DROPPED OUT & WOULD NOT RESPONDGGC/OMA	NP162	MIDDLE CANNON PLUG WAS LOOSE--TIGHTNED PLUG--CAB SIGNALS COME UPTESTED OK	4/27/2006
4/27/2006 22:28	UP	6049	CBMWK 25	915	REPETETIVE FALSE TRIP / 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
4/28/2006 7:00	UP	6817	2CPWNA 26	910	CAB SIGNAL EQUIPMENT	1661	CAB CONTROL UNIT	THE ATC DROPPED OUT & WOULD NOT RESPOND & PUT THE TRAIN INTO A PENALTY	NOW AND WOULD NOT RECOVER. NOW HAVE THE ATC CUT OUT AT MP 132.5 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	9900	NO DEFECTS FOUND	THE CAB SIGNALS DROPPED OUT AND WOULD NOT RESPOND PAST THE NEXT 2	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	915	REPETETIVE FALSE TRIP / CYCLING	5409	TIMER	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
5/8/2006 8:50	UP	3609	MOLNP 04	912	ASPECT OUT	5410	WIRING	ASPECT DISPLAY FOR THE CAB SIGNALS DOES NOT LIGHT UP. AUDIBLE STILL	WORKS. CUTOUT NOW AT MILEPOST 90 ON THE HIAWATHA SUB. CEL/OMA	NX284S	REPAIRED ADU , CCS CALIBRATED . SELFTEST GOOD.	5/9/2006
5/8/2006 21:55	UP	7133	CNAOK 06	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE ATC KEEPS DROPPING OUT ON THEM AND WILL NOT RESPOND. NOW HAVE	CUT OUT AT MP 136.7 ON THE GENEVA SUB. GGC/OMA	NP162	cal and tested	6/10/2006
5/9/2006 7:33	UP	6671	CPWNA 07	911	CCS DOES NOT FUNCTION AT ALL	1675	OTHER	CAB SIGNALS ARE NOT WORKING. MILEPOST SM194 AT CRESENT YARD ILLINOIS.	TRAIL ONLY. CEL/OMA	NX284G	shop CCS , calabrated CCS , and trouble shot CCS , DID NOT FIND ANY PROBLEMS	5/21/2006
5/10/2006 19:45	UP	5190	KG1LT 10	910	CAB SIGNAL EQUIPMENT	5906	POWER SUPPLE FAILURE	ATC HAS BEEN CUT OUT ACCOUNT OF INTEGRITY FAILURE FAULTS AND WILL NOT	RESPOND. NOW HAVE CUT OUT AND WORKING ON BLOCK INDICATIONS. GGC/OMAINTO NX284W WITH CCS WORKING OK 05/11/06 H.E.C.	JP016	CHECK CCS/OK PER ELECT 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-	6/17/2006
5/10/2006 22:30	UP	7034	MNPVP 10	910	CAB SIGNAL EQUIPMENT	1675	OTHER	THE CAB SIGNALS WOULD NOT RESPOND, NOW HAVE CUT OUT AT MP 347 ON THE	COUNCIL BLUFFS SUB. GGC/OMA	NX284G	shop CCS , calabrated CCS , and trouble shot CCS , DID NOT FIND ANY PROBLEMS	5/21/2006
5/11/2006 7:30	UP	9491	WCHGHB 08	810	LOADING PROBLEMS IN POWER	9900	NO DEFECTS FOUND	REPORTED NOT LOADING ENOUGH AMPS PER DISPATCHER, NO CREW CONTACT.	RLD/OMA	X 344E	WORKED LMI 8000 NO LOAD/LIGHT 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
5/14/2006 7:26	UP	6611	CIMBT9 06	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	TRAIL ONLY ACCOUNT OF CAB SIGNALS NOT WORKING. CUTOUT NOW AT MILEPOST	78.8 ON THE SOUTH MORRILL SUB. CEL/OMA	NP162	all ccs cards were loose tightened checked out ok	8/7/2006
5/15/2006 3:10	UP	5814	MNPHK 14	910	CAB SIGNAL EQUIPMENT	5410	WIRING	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	OX591	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.	5/20/2006
5/15/2006 14:12	UP	8207	MSSNP 14	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	CAB SIGNALS WILL NOT GIVE A CLEAR SIGNAL. HAS AN INTEGRITY FAULT.	CUTOUT NOW AT MILEPOST CPA182 ON THE CLINTON SUB. TRAIL UNTILREPAIRED. CEL/OMA	NX284S	tested ok	5/17/2006
5/16/2006 9:10	UP	2923	MROOG 16	10	AIR BRAKES	5509	WIRING	GOES INTO PENALTY APPLICATION FREQUENTLY. NOT CAB SIGNAL EQUIPPED.	CREW REPORTS THAT THIS UNIT WAS TURNED IN PREVIOUSLY, BUT NOTHINGWAS DOCUMENTED. TRAIL ONLY UNTIL REPAIRED. CEL/OMA	UP002	REPAIRED WIRE ON TB55 R 4	5/18/2006
5/16/2006 13:00	UP	3896	MTRLI 16	10	AIR BRAKES	1609	PIPING	WILL NOT RECOVER AIR. NOT CAB SIGNAL RELATED AS PREVIOUS THOUGHT. CEL/OMA		JH404D	REPAIRED SEVERAL TRAIN LINE LEAKS AND AIR TESTED OK	5/17/2006

5/16/2006 13:13	UP	7275	2CEBJK9 14	915	REPETETIVE FALSE TRIP / CYCLING	5708	MICROPROCESSOR	CAB SIGNALS GO DARK AND CAUSE PENALTY. TRAIL UNTIL REPAIRED.	MILEPOST 121.6 ON THE KANSAS SUB. CEL/OMA	KP643C	REPLACED POWER SUPPLY	6/11/2006
5/16/2006 13:17	UP	7339	CBLNP 16	911	CCS DOES NOT FUNCTION AT ALL	1675	OTHER	CAB SIGNALS CUTOUT NOW ACCOUNT OF WILL NOT RESPOND AT ALL.	MILEPOST 136.5 ON THE MORRILL SUB. CEL/OMA	NX284G	c/o MFIO card	5/17/2006
5/16/2006 19:54	UP	9718	QNPCH 15	910	CAB SIGNAL EQUIPMENT	5407	RELAYS	THE ATC KEEPS DROPPING OUT EVEN WHEN THEY HAVE CLEAR WAY SIDE	INDICATIONS. REBOOT THE BREAKER AND THE IT WILL WORK OKAY FOR ASHOT TIME AND THEN QUIT AGAIN. GGC/OMA	ZA004	calibrated pick-up and drop out out of calibration	5/19/2006
5/17/2006 4:18	UP	7254	CEBJK9 16	910	CAB SIGNAL EQUIPMENT	1654	BRAKE CONTROL COMPUTER	THE CAB SIGNALS KEEP DROPPING OUT ON THEM NOW HAVE CUT OUT AT MP 114	ON THE SOUTH MORRILL SUB. GGC/OMA	NP162	c/o bcc	6/24/2006
5/17/2006 6:28	UP	6565	GECCML 12	910	CAB SIGNAL EQUIPMENT	5708	MICROPROCESSOR	REPORTED ATC TRAIN CONTROL DROPPING OUT, MP332, OMAHA SUBDIVISION.	CUTOUT ATC, TRAIL. RLD/OMA	WD640C	REPAIRED	6/23/2006
5/20/2006 18:23	UP	6564	MHONP 16	910	CAB SIGNAL EQUIPMENT	8401	EXTERIOR	THE CAB SIGNALS KEEP DROPPING OUT; CREW INDICATED THAT THE RECEIVER	BARS ON THE FIREMAN'S SIDE IS BENT UP. NOW HAVE CUT OUT AT MP 47 ONTHE HIAWATHA SUB. GGC/OMA	NX284C	SOMEONE CHANGED OUT LEFT CCS BAR DON'T KNOW WHO BUT RECALIBRATED CCS GOOD TO GO	5/22/2006
5/27/2006 7:25	UP	8298	MSSNP 25	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS KEEP CYCLING ON THEM AND THE DROPPED OUT AND WOULD	NOT COME BACK UP. NOW HAVE CUT OUT AT MP 146 ON THE KEARNEY SUB.GGC/OMA	NX284	CCS test OK at shop no problem found	5/28/2006
5/27/2006 14:25	UP	5205	ZCIG3 24	910	CAB SIGNAL EQUIPMENT	5410	WIRING	THE CAB SIGNALS DROPPED OUT DARK AND STAYED THAT WAS PAST 2 MORE	BLOCK INDICATIONS, NOW HAVE CUT OUT AT MP 202 ON THE KEARNEY SUB.GGC/OMA	OX591	FOUND J301 POWER IN PLUG NOT LOCKED IN POSITION SEATED PLUG CALIBRATED AND TEST ALL CHECKS GOOD	6/10/2006
5/28/2006 15:10	UP	9453	APRPRB 28	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	HAS BAD ATC AND WILL NOT RESPOND OR CHANGE TO INDICATE CLEAR SIGNALS.	GGC/OMA	NZ021	rf for atc b/o (will not pick up clear signals).....unit designated phw ats stand alone janesville service unit only.....omha/ trouble desk pls read special instructions.....see rm/si	5/29/2006
5/28/2006 15:28	UP	7214	CMQNA 27	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	THE ATC WILL INTERMITTENT DROP OUT FOR ON REASON AT ALL. THEN WILL	COME BACK UP. ALSO WILL NOT SELF TEST. GGC/OMA	NX284C	BARS NEW	6/17/2006
6/5/2006 16:46	UP	9246	MSKNP 05	811	ENGINE REVS UP - NO LOAD	5019	CABLES/WIRING	NO LOAD ACCOUNT OF THE ELECTRICAL CONTACTOR ROOM DOOR LATCH IS	BROKEN AND THE DOOR WILL NOT STAY CLOSED. NO LOAD IN POWER OR DYNAMICBRAKES. 1646CST-PMR/OMA	NX284S	NEW DOOR HARDWARE APPLIED TO KEEP BARRIER SWITCH CLOSED . REPAIRED WATER LEAKS AT GOV AND EXPANSION TANK . SHOP OUTBOUND LOAD TESTED.	6/8/2006
6/7/2006 6:55	UP	9806	APDWG 02	910	CAB SIGNAL EQUIPMENT	5411	AXLE DRIVE	HAVE CUT OUT THE ATC AT MP 321 EAST BOUND ON THE BOONE SUB ACCOUNT	THE MOTION LIGHT & HIGH SPEED WHISTLE DOES NOT WORK AT ALL. GGC/OMA	NZ021	Axle drive broken replaced.	6/8/2006
6/7/2006 8:10	UP	7083	CFKBM 03	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	HAVE CUT OUT THE CAB SIGNALS AT MP 43 WEST BOUND ON THE HIAWATHA SUB	ACCOUNT THE WILL NOT WORK, THEY DROPPED OUT AND WENT DARK ON THEM ANDNOWWILL NOT POWER BACK UP. GGC/OMA	NP162	repaired resiever bars ccs inspection at smor QM	7/15/2006
6/7/2006 22:11	UP	6783	CRQBT 07	911	CCS DOES NOT FUNCTION AT ALL	5406	RECEIVER BARS	REPORTED THAT CREW WAS UNABLE TO SUCCESSFULLY COMPLETE ATC TEST AT	NEVADA IA. POWER WAS SWAPPED OUT WITH NEW LEADER. NOT TO BE USEDAS LEADER IN ATC TERRITORY UNTIL REPAIRED. RY/OMA	NX284C	passed tests	8/5/2006
6/8/2006 15:40	UP	2976	MEAPR 08	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	THE ATC WILL NOT CHANGE AND STAYS IN THE RESTRICTING MODE ALL THE	TIME EVEN WHEN CLEAR BLOCK INDICATION. GGC/OMA	NZ021	RF ATC won't change and stays in the restrictive mode. ATC receivers aremissing. No ATC receivers in stock. ATS receiver had a wire exposed. C/o'd ATS wire.	6/10/2006
6/9/2006 5:36	UP	5597	MHKCO 08	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	CAB SIGNALS DO NOT WORK AT ALL. MILEPOST 86 ON THE PORTLAND SUB AND	ABSOLUTE BLOCK IS ESTABLISHED. CEL/OMA run unit maint per managment	UP002S	turned brkr on.	6/22/2006
6/9/2006 16:00	UP	3078	MPRDM 09	910	CAB SIGNAL EQUIPMENT	5410	WIRING	HAVE CUT OUT THE ATC AT MP 73 ON THE GENEVA SUB ACCOUNT THEY COULD	NOT RECOVER THE AIR. ALSO THE UNIT WILL NOT LOAD IN DYNAMIC BRAKE.GGC/OMA	NZ021	replaced erratic atc amplifier, inspected and tested ok. Dyn.brake static and drag tested good.	6/12/2006
6/13/2006 22:01	UP	5918	CBTHS9 11	915	REPETETIVE FALSE TRIP / CYCLING	5433	POWER SUPPLY MODULE	CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND RUNNING	ABSOLUTE BLOCK AT MILEPOST 45.5 ON THE PARSON SUB. CEL/OMA	NX284W	FOUND TO BE WORKING OK AT NX284W RETESTED SAME	6/19/2006
6/14/2006 9:05	UP	5560	2CEBJK9 12	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	THE CAB SIGNALS ARE DROPPING OUT CONTINUOUSLEY, NOW HAVE CUT OUT AT	MP 38 ON THE SOUTH MORRILL SUB, NOW WORKING ON ABSOLUTE BLOCK TONORTH PLATTE. GGC/OMA TRAILING NX284E	NX284	DDSP AND CSA MODULES WERE LOOSE IN RACK CAUSING PROBLEMS. RESEATED AND TIGHTENED MODULES. CCS TEST COMPLETED. SYSTEM CHECKS OK.	8/2/2006

6/19/2006 8:35	UP	9059	MNPPR 18	910	CAB SIGNAL EQUIPMENT	5403	DECODER	CAN NOT GET THE CAB SIGNALS TO WORK, NOW HAVE CUT OUT AT MP 85 EAST	BOUND ON THE COLUMBUS SUB. NOW WORKING ON ABSOLUTE BLOCK. GGC/OMA	NZ021	RF- CREW REPORTED COULD NOT GET CAB SIGNALS TO WORK. FOUND CAB SIGNALS OUT OF CALIBRATION. ALSO WHEEL SIZE WAS WRONG. RECAL. & CHANGED WHEEL SIZE, & PREFORMED 45 DAY INSP. LOAD, POWER, & DYNAMICS ALL WORKED GOOD.	6/21/2006
6/19/2006 13:53	UP	4898	ENLHO 17	10	AIR BRAKES	9205	WIRING	CAN NOT RECOVER THE AIR AT ALL, HAVE CUT OUT BOTH ATC AND CCS BUT	STILL WILL NOT RESET. GGC/OMA	B 372	replaced alerter	6/21/2006
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 up.....calibrated atc and ccs, 45 day inspection completed (jack hamilton)...outbouded 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
6/21/2006 14:40	UP	4842	MNPEW 21	910	CAB SIGNAL EQUIPMENT	5624	AUX	CUT OUT THE CAB SIGNALS AT MP 104 ACCOUNT THE DROPPED OUT AND THEY	COULD NOT GET THE AIR TO RECOVER. GGC/OMA	ZA018	COMPUTER RE-BOOTED.TBH DID DEPARTURE TEST.NO DEFECTS.	7/2/2006
6/21/2006 19:28	UP	3874	AAMCY 20	915	REPETETIVE FALSE TRIP / CYCLING	5412	CUT OUT SWITCH	CAB SIGNALS DROP OUT ABOUT EVERY MILE. CAB SIGNALS NOW CUTOUT AND	ABSOLUTE BLOCK ESTABLISHED. MILEPOST 98 ON THE MARYSVILLE SUB. TRAILIF USING IN CAB TERRITORY. CEL/OMA	OX591	INSP. & PERFORMED COMPLETE CCS TEST. ALL PASSED. NO DEF.	7/6/2006
6/22/2006 1:21	NS	2631	MRORV 21	915	REPETETIVE FALSE TRIP / CYCLING	9600	FAILURE DELIVERED OFFLINE	CAB SIGNALS WERE CAUSING PENALTIES WHILE IN CONSIST. ADVISED TO CUTOUT	BUT COULD NOT ACCOUNT OF SWITCHES PADLOCKED. CREW HAD TO SHUTDOWN THE ENGINE SO THEY COULD RECOVER AIR. NSRR NOTIFIED. CEL/OMA	MX283	FAILURE DELIVERED OFFLINE TO NS	6/29/2006
6/22/2006 2:36	UP	9504	MAXPB 22	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS HAVE A CONSTANT ALARM. WILL NOT RESET. RUNNING ABSOLUTE	BLOCK NOW ON THE MONROE SUB AT MILEPOST 578. TRAIL ONLY IN CAB SIGNAL TERRITORY. CEL/OMA	X 344E	COMPLETED CCS TEST, CALIBRATION, ETC..... NO DEFECTS FOUND.	7/2/2006
6/22/2006 17:58	TFM	1424	AEGNL 20	112	TRIPPED LOW WATER DEVICE / NO WATER	9600	FAILURE DELIVERED OFFLINE	DISPATCHER REPORTS THE UNIT HAS NO WATER. TFM NOTIFIED BY EMAIL.	1758CST-PMR/OMA	AX494	FAILURE DELIVERED OFFLINE TO TFM	6/27/2006
6/26/2006 2:32	UP	9031	MPREA 25	915	REPETETIVE FALSE TRIP / CYCLING	5406	RECEIVER BARS	CAB SIGNALS WILL NOT RECOVER AFTER GOING DARK. CUTOUT NOW AT MILEPOST	98 ON THE CLINTON SUB. TRAIL IN CAB SIGNAL TERRITORY UNTIL 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	5404	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	NX284	APPLIED CORRECT SOFTWARE VERSION DDSP MODULE, RECALIBRATED ATC/CCS. ATC WAS CALIBRATED TOO HIGH.	10/4/2006
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	REPLACED LEAKING WATER PUMP. PRESSURE TESTED . CALIBRATED AND TESTED CCS CCS. LOAD TESTED AFTER REPAIRS.	7/29/2006
6/26/2006 9:50	UP	5283	AHKBA 26	910	CAB SIGNAL EQUIPMENT	5621	CAB	THE AUDIBLE INDICATOR FOR THE CAB SIGNALS QUIT WORKING AND PUT THEM		SP760	reset ccs	7/5/2006
6/27/2006 4:08	GECX	8308	QRVDO 25	10	AIR BRAKES	1606	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
6/27/2006 9:05	UP	6741	2CSACD9 24	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS DROPPED OUT AND STAYED DOWN FOR 2 BLOCK INDICATIONS,	NOW HAVE CUT OUT AT MP 221 WEST BOUND ON THE KEARNEY SUB AND WORKINGON ABSLOUTE BLOCKS. GGC/OMA	NX284W	NO DEFECTS FOUND	6/27/2006
6/27/2006 19:35	METX	161	M655 27	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS ARE DROPPING OUT. CUTOUT AND TRAIL WHEN IN CAB SIGNAL	TERRITORY UNTILREPAIRED. CEL/OMA	NZ005P	tested system, performed 60 day inspection, checked sensitivity and receiver height and NTF.	6/28/2006
6/28/2006 3:38	UP	4368	MNPHK 24	911	CCS DOES NOT FUNCTION AT ALL	5412	CUT OUT SWITCH	CUTOUT CAB SIGNALS ACCOUNT OF NOT RESPONDING TO BLOCKS. MILEPOST 812	ON THE RAWLINS SUB. TRAIL IN CAB SIGNAL TERRIRORY UNTIL REPAIRED.CEL/OMA	OX591	CS CAL CODES WERE SET VERY LOW... PERFORMED CALIBRATION == COMPLETED 45 DAY CCS INSPECTION ==	7/2/2006
6/28/2006 4:55	UP	5670	CTSBT 26	915	REPETETIVE FALSE TRIP / 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

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

7/20/2006 15:45	UP	4895	ILBEW 17	915	REPETETIVE FALSE TRIP / CYCLING	5908	ATCS CURCUIT BREAKER DEFECTIVE	CODED CAB SIGNAL IS CAUSING THE UNIT TO GO INTO PENALTY APPLICATION	UPON RELEASING THE INDEPENDENT BRAKE. MAKE NECESSARY REPAIRS AT NEXTSHOPPING. CCS IS CUTOUT AT THIS TIME. CWK/OMA CST 1548	SP760S	UPON ARRIVIAL CCS BREAKER WAS IN THE DOWN POSITION. tURNED BACK ON RAN DEPARTURE TEST AND FOUND NO PROBLEMS. CCS BREAKER MUST BE UP/ON AT ALL TIMES. UNIT LOAD TESTS FINE AND AIR BRAKE CHECK PASSES. 4021HP 189TMP 100LP	7/30/2006
7/20/2006 23:10	UP	9802	ZCSSC 20	950	OTHER CAB EQUIPMENT	4305	LEADS/CABLES	THE MOTION LIGHT FOR THE ATC DOES NOT WORK AND DROPS OUT AT 40 MPH	GGC/OMA	NX284S	axle alt spline spacer was b/o	7/25/2006
7/21/2006 22:18	UP	6840	CPWBM 21	910	CAB SIGNAL EQUIPMENT	5431	CPU MODULE	DO NOT USE AS A LEAD UNIT ACCOUNT THE ATC WILL NOT WORK AND WILL NOT	RUN THROUGH THE TEST MODE. GGC/OMA	NX284G	FOUND AND CPU CARD WAS STILL IN CALIBRATION MODE, RAN THRU BOTH ATC AND CCS DEPARTURE TEST AND TESTED O.K.	7/24/2006
7/26/2006 1:30	UP	4270	WDNSRR 23	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	ATC WILL NOT RESPOND, THE INDICATOR LIGHTS WILL COME BUT THAT IS ALL.	GGC/OMA	NX284S	power supply was bad	8/6/2006
7/26/2006 4:51	UP	4598	ITIG3 23	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS KEEP DROPPING OUT AND THE PUTTING THEM INTO EMERGENCY,	NOW HAVE CUT OUT AT MP 930 ON THE EVANSTON SUB. GGC/OMA	NX284E	POWER SUPPLY WAS BURNT UP. REPLACED POWER SUPPLY. TESTED CAB SIGNAL - TESTS OK.	7/28/2006
7/26/2006 13:28	UP	5178	MFRNP 23	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	CAB SIGNALS CUTOUT DUE TO DROPPING OUT. ABSOLUTE BLOCK ESTABLISHED	AT MILEPOST 417.5 ON THE SIDNEY SUB. CEL/OMA	NX284S	CCS CPU B/O - REPLACED TESTED CCS RELIABILITY PROCESS COMPLETED, SYSTEMS CHECK OK.	8/3/2006
7/27/2006 22:35	UP	8393	QNPEL 27	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE AUDIBLE INDICATOR FOR THE CAB SIGNALS SYSTEM IS NOW WORKING AT	AND WILL TAKE THE AIR WITHOUT NOTICE, ALSO THE SAME INDICATOR ISFOR THE ALERTER. DO NOT USE AS A LEAD UNIT UNTIL REPAIRS HAVE BEENMADE. GGC/OMA	JH404D	NO DEFECTS FOUND	10/17/2006
7/28/2006 1:40	UP	3059	MDMPR 26	910	CAB SIGNAL EQUIPMENT	5410	WIRING	THE AUDIBLE INDICATOR FOR THE ATC WHEN TURNED ON KEEPS GOING OFF AND	WILL NOT ACKNOWLEDGE AT ALL AND TAKES THE AIR. GGC/OMA	NZ021	replaced fuses in msa box for continious high speed whistle.	7/29/2006
7/31/2006 7:58	UP	5283	QNPSKP 31	910	CAB SIGNAL EQUIPMENT	5408	AUDIBLE INDICATOR	THE AUDIBLE INDICATOR FOR THE CAB SIGNALS DOES NOT WORK AND WILL	TAKE THE AIR WITHOUT NOTICE. GGC/OMA	JH404D	CAB SIGNAL EQUIPMENT TAGED B/O.UNIT IN TRAIL ONLY	8/10/2006
8/1/2006 13:55	UP	6216	MCBKC 01	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CUT OUT AT MP 68.7 ON THE COUNCIL BLUFFS SUB. ACCOUNT THEY	DROPPED OUT AND WOULD NOT RESPOND. GGC/OMA	MX283S	NO DEFECTS FOUND	8/2/2006
8/2/2006 20:14	UP	4884	AMLRAR 01	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AND ABSOLUTE	BLOCK ESTABLISHED. MILEPOST CO242 ON THE COAST SUB. CEL/OMA	JP016S	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	WHEN RUNNING ON A CLEAR SIGNAL THE ATC WILL DROP TO RESTRICTIVE AND	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	Found CPD decoder card b/o, replaced card and completed 60 days cab signal test ok.	8/8/2006
8/6/2006 8:20	UP	3916	KTALN5 04	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	THE CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING TO RESTRICTIVE, NOW	CUT OUT AT 723.8 ON THE LARAMIE SUB. GGC/OMA	NZ005	Cab signals had to be recalibrated. They are working fine now. Performed60 day insp. all systems check good.	8/9/2006
8/7/2006 5:38	UP	4246	ACYRO 06	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CAUSING PENALTY. ABSOLUTE BLOCK ESTABLISHED AT MILEPOST	964 ON THE EVANSTON SUB. TRAIL UNTIL REPAIRED. CEL/OMA	KP643	TESTED OK WITH CAB SIGNALS ON AND OFF	8/10/2006
8/7/2006 7:10	UP	6837	EFBMV 06	910	CAB SIGNAL EQUIPMENT	5421	DDSP MODULE	THE CAB SIGNALS ARE BAD AND HAVE BEEN CUT OUT, WILL START TO CYCLE	dispo to hinkle.	OX591	RESET DDSP MODULE AND RECALIBRATED ACCT OUT OF CALIBRATION. TESTED SEVERAL TIMES WITH NO FAULTS	9/6/2006
8/7/2006 22:52	UP	9752	QNPOCH 07	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	CAB SIGNALS WILL NOT GIVE A GOOD DEPARTURE TEST. CUTOUT NOW AT MILEPOST	329 ON THE OMAHA SUB. CEL/OMA	NX284S	recalibrated 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!	8/27/2006
8/12/2006 19:35	UP	5161	QNPSKP 12	915	REPETETIVE FALSE TRIP / CYCLING	5504	MODULE CARD/MICROPROCESSOR	CAB SIGNALS NOT ALLOWING PC TO RECOVER. HAD TO CUTOUT AT MILEPOST	39.5 AT FREMONT NEBRAKA. TRAIL ONLY IN CAB SIGNAL TERRITORY. CEL/OMA21:05CST. NOW THE COMPUTER SYSTEM QUIT ACCOUNT OF WEAK BATTERIES.CEL/OMA	NX284S	REPLACED PRG301, INSPECTED & TESTED CCS WITH NO DEFECTS FOUND. LOAD TESTED OKAY.	8/15/2006
8/13/2006 13:50	UP	2161	ROGTW 11	633	CABLES OVERHEATED OR BURNED	4601	GROUND	HAD ONE OF THE LEADS ON THE #1 TRACTION MOTOR CATCH ON FIRE. NOW HAVE	THE FIRE EXTINGUISHED & THE UNIT SHUT DOWN. ALL WHEELS ARE ROLLINGFREE. GGC/OMA	AX345C	replaced tm #1 add new wire to carbody leads butt spliced & heat shrinked	8/29/2006

8/13/2006 23:27	UP	4167	ZKCPD 09	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	SUSPECT CAB SIGNALS CAUSING PENALTY APPLICATIONS. CUTOUT NOW AT	MILEPOST 49 ON THE PORTLAND SUB. CEL/OMA	OX591	REPAIRED CABINET HOLDING THE MODULES TO THE FRAME INSIDE CCS BOX, TEESTED THE CCS WITH FULL 45 DAY CCS AFTER REPAIR NO DEFECTS FOUND	8/20/2006
8/18/2006 9:50	UP	7233	CWINA 14	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS CUT OUT AT MP 14 ON S.MORRILL SUB FOR GOING DARK AND	CAUSING UNWANTED PENALTIES. BTD/OMA	NP162D	NO DEFECT FOUND; FULL CAB SIGNAL TEST PERFORMED AND PASSED	11/19/2006
8/19/2006 18:45	UP	6662	GLISCC 14	915	REPETETIVE FALSE TRIP / CYCLING	5406	RECEIVER BARS	CAB SIGNALS WERE GIVING FALSE TRIPS AND WOULD NOT ALLOW AN ACKNOWLEDGE.	THEY ARE CUTOUT NOW AND ABSOLUTE BLOCK ESTABLISHED. MILEPOST 498ON THE CHEROKEE SUB. DO NOT USE AS A LEADER AGAIN UNTIL REPAIRED.CEL/OMA	NX284C	CCS worked by DS Titus, unknown what repairs were made	10/16/2006
8/20/2006 17:10	UP	5199	ILBCH 17	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CUT OUT THE CAB SIGNALS AT MP 144.6 EAST BOUND ON THE COUNCIL BLUFFS	SUB ACCOUNT THE AUDIBLE INDICATOR QUIT WORKING. GGC/OMA	ZA018	cut ccs in daily departure test done.no defects	9/10/2006
8/21/2006 3:38	UP	3916	KMNOA 18	915	REPETETIVE FALSE TRIP / CYCLING	5412	CUT OUT SWITCH	CAB SIGNALS WOULD NOT CORRESPOND. NOW CUTOUT AT MILEPOST 916 ON	THE EVANSTON SUB. CEL/OMA	PX950	referr to referral maintenance	8/23/2006
8/21/2006 6:48	UP	5511	KPDG1 18	913	AUDIBLE INDICATOR DEFECTIVE	5910	DEFECTIVE BALL VICE ON OBT BRA	THE CAB SIGNALS KEEP PUTTING THEM INTO A PENALTY WITHOUT ANY	INDICATIONS. THE AUDIBLE INDICATOR IS NOT WORKING AT ALL. NOW HAVECUT OUT AT MP 32.5 ON THE POCATELLO SUB. GGC/OMA	CX809	inspected and tested ccs is working here at commerce//loadtested hp4230 man -1.2 ma2536 oil run 8 90 water temp195	8/31/2006
8/23/2006 12:25	UP	6732	GSEIEX 22	911	CCS DOES NOT FUNCTION AT ALL	5406	RECEIVER BARS	REPORTED CAB SIGNALS CUTOUT ACCOUNT CONTINUOUS RED SIGNAL, CUTOUT.	RLD/OMA	NX284C	C/O RIGHT RECEIVER BAR AND TESTED OK	8/28/2006
8/23/2006 14:12	UP	6321	CMMAD 23	20	AIR COMPRESSOR	1706	HEAD	REPORTED AIR COMPRESSOR BAD ORDER PER DISPATCHER.	RLD/OMA	NZ021	rf for b/o air compressor....changed high stage head, air compressor nowpumps ok, maintains air pressure, ob and lt good (parise/wilson).....geverified repairs	9/3/2006
8/23/2006 17:15	UP	5133	WCRMKR 23	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	REPORTED ATC WENT DARK, MP231, BOONE SUBDIVISION, CUTOUT.	RLD/OMA	X 344D	ddsp module was bad replaced and tested ok,ccs,atc good	10/6/2006
8/24/2006 21:33	UP	4563	QPRNP 24	915	REPETETIVE FALSE TRIP / CYCLING	5410	WIRING	CAB SIGNALS WERE GIVING A HIGH SPEED WHISTLE AT 38 MPH DURING A CLEAR	ASPECT. CUTOUT NOW AND ABSOLUTE BLOCK ESTABLISHED AT MILEPOST 30ON THE GENEVA SUB. TRAIL ONLY IN CAB SIGNAL TERRITORY. CEL/OMA	LS372S	trail only	9/7/2006
8/27/2006 1:32	UP	6736	COVAT9 17	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	CAB SIGNALS DROPPED OUT AND NEVER CAME BACK ON AT MILEPOST 56.8 ON	THE MORRILL SUB. ABSOLUTE BLOCK ESTABLISHED. CEL/OMA	NX284C	NDF	9/5/2006
8/30/2006 12:28	UP	7133	CDYBT 28	915	REPETETIVE FALSE TRIP / CYCLING	1675	OTHER	THE ATC/CAB SIGNALS KEEP DROPPING OUT AND CYCLING ON THEM, NOW HAVE	CUT OUT THE CAB SIGNALS AT MP 45.5 ON THE CLINTON SUB.	NX284C	Unable to duplicate - tested OK)CAR(9/2/2006
8/30/2006 13:20	UP	5283	ZLADV 29	913	AUDIBLE INDICATOR DEFECTIVE	5408	AUDIBLE INDICATOR	HAVE CUT OUT THE CAB SIGNALS ACCOUNT THE AUDIBLE INDICATOR IS NOT	WORKING AND THEY WILL DROP OUT WITHOUT NOTICE. CUT OUT AT MP 989.2ON THESALT LAKE SUB. GGC/OMA	RV323	replaced adu..o/b load test good..ccs tested good at this time.	9/6/2006
8/30/2006 14:10	UP	4522	MNPRO 28	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	HAVE CUT OUT THE CAB SIGNALS AT MP 683 ON THE LARAMIE SUB. WOULD NOT	CHANGE FROM THE RESTRICTIVE MODE. GGC/OMA	UP002	ccs tested ok	9/1/2006
8/31/2006 5:21	UP	5205	ILBG2 28	915	REPETETIVE FALSE TRIP / CYCLING	5411	AXLE DRIVE	CAB SIGNALS DROPPED OUT AND DID NOT COME BACK ON. CUTOUT NOW ON THE	KEARNEY SUB AT MILEPOST 182. TRAIL ONLY IN CAB SIGNAL TERRITORY UNTILREPAIRED. CEL/OMA	NZ021	RF cab signals dropped out and didn't come back. Re-calibrated the ATC and CCS and the wheel size. Performed 45 day. Outbound bound and departuretest was good.	9/2/2006
9/1/2006 15:30	UP	4419	ZSCKC 01	910	CAB SIGNAL EQUIPMENT	5409	TIMER	HAVE CUT OUT THE CAB SIGNALS AT MP 989.5 ON THE EVANSTON SUB. THE	TESTED OKAY BUT STAYED IN THE RESTRICTED MODE AFTER PASSING 2 BLOCKINDICATIONS. GGC/OMA ccs is b/o trailing	TP250	c/o ddsp module. tested ok	9/5/2006
9/6/2006 8:43	UP	3089	MCBGI 06	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	THE CAB SIGNALS WILL NOT PICK UP ON GREEN ASPECT. BTD/OMA		NX147	CCS TESTED O.K./NO DEFECTS FOUND..PLM/GDI	9/7/2006
9/6/2006 12:15	UP	9131	GSEGTH 30	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS B/O. LOGIC BOX APPEARS TO HAVE BEEN TAMPERED	WITH. TRAIL ONLY. CEL/OMACCS TESTED O.K. NO DEFECTS FOUND	NX147	CCS TESTED O.K./NO DEFECTS FOUND..PLM/GDI	9/7/2006
9/7/2006 12:28	UP	9131	MGICB 07	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	CAB SIGNALS WOULD DROP OUT EVERY TIME PASSING A BLOCK. NOW WILL NOT	COME BACK ON AT ALL. CUTOUT NOW AT MILEPOST 85 ON THE COLUMBUS SUB.TRAILIN CAB SIGNAL TERRITORY UNTIL REPAIRED. CEL/OMA	NX001	could not induce fault	9/8/2006
9/8/2006 0:20	UP	4443	ZKCPD 06	910	CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	THE CAB SIGNALS HAVE DROPPED OUT 3 TIMES NOW AND THE LAST TIME THEY	WOULD NOT COME BACK UP, NOW HAVE CUT OUT AT MP 455 ON THE SIDNEYSUB. GGC/OMA	OP500S	UNKNOWN DEFECT. NO PARTS IN STOCK TO REPAIR OR REPLACE. TRAIL UNIT	9/11/2006

9/9/2006 19:16	GTW	5956	ZDTMX 09	111	TRIPPED LOW OIL DEVICE ONLY	9600	FAILURE DELIVERED OFFLINE	LATE REPORT, NO CALL TO RF DESK, DISPATCHER REPORTS THE UNIT SHUT DOWN	AND TRIPPED LOW OIL PRESSURE FAULTS. UNIT IS NOW DIC. CN/IC NOTIFIED BYFAX. 1916CST-PMR/OMA	AX494	FAILURE DELIVERED OFFLINE TO TFM	9/11/2006
9/10/2006 20:27	UP	6418	MKSNP 09	511	LARGE FLAT SPOTS-SET OUT/SPEED RES.	6902	FLAT SPOTS	LEVEL-C IMPACT DETECTED ON L4 WHEEL, DISPATCHER OK'D 30-MPH MAX TO	NORTH PLATTE. 2027CST-PMR/OMA	NX284C	CHANGED OUT #4 TM.	9/11/2006
9/11/2006 8:50	UP	4677	KMNOA 10	911	CCS DOES NOT FUNCTION AT ALL	5431	CPU MODULE	CCS CUT OUT IN ROUTE FOR NOT PICKING UP, WILL NOT PASS THE SELF TEST	EITHER, WORKED FINE OUT OUT KCM. BTD/OMA	OX591	PERFORMED 45 DAY CCS AS REQUIRED.NEEDED CALIBRATION AND TESTED OK. PASSED ALL SELF TESTS	9/26/2006
9/11/2006 9:17	UP	5515	MNPHK 08	915	REPETETIVE FALSE TRIP / CYCLING	5412	CUT OUT SWITCH	CAB SIGNALS KEEP DROPPING OUT CAUSING PENALTIES. CUTOOUT NOW AT MILEPOST	417 ON THE NAMPA SUB. TRAIL IN CAB SIGNAL TERRITORY UNTIL REPAIRED.CEL/OMA	OX591	INSP. & TESTED CAB SIGNAL. ALL VALUES WITHIN RANGE. ALL TESTS PASSED.	9/13/2006
9/11/2006 22:10	UP	9690	MNPBY 11	910	CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	HAVE CUT OUT THE ATC AT MP321.6 ON THE BOONE SUB ACCOUNT WOULD NOT	RESPOND. GGC/OMA TRAIL UNTILL ATC IS REPAIRED.	NZ021S	DISPO TO NP	9/20/2006
9/12/2006 13:05	UP	5481	ZSCCS 12	915	REPETETIVE FALSE TRIP / CYCLING	5408	AUDIBLE INDICATOR	CAB SIGNALS GOING DARK. NOW CUTOOUT AT MILEPOST 807 ON THE RAWLINS SUB.	TRAIL IN CAB SIGNAL TERRITORY UNTIL REPAIRED. CEL/OMA	NZ005	wiring was loose,retighted and tested ok	9/16/2006
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	OUT AND CREW IS RUNNING ABSOLUTE BLOCK, DO NOT USE AS A LEADERUNTIL REPAIRED. BTD/OMA	NX284S	RECALIBRATED CCS	9/13/2006
9/13/2006 6:19	UP	9206	UGLSE 12	912	ASPECT OUT	5504	MODULE CARD/MICROPROCESSOR	CAB SIGNAL RESTRICTIVE ASPECT LIGHT IS BURNT OUT. ABSOLUTE BLOCK	ESTABLISHED AT MILEPOST 84 ON THE PORTLAND SUB. TRAIL IN CAB SIGNALTERRITORY UNTIL REPAIRED. CEL/OMA	NX284S	replaced aspect unit tested ok	9/22/2006
9/13/2006 11:20	UP	4269	QNPSKP 13	915	REPETETIVE FALSE TRIP / CYCLING	5408	AUDIBLE INDICATOR	CAB SIGNALS WERE CUT OUT AT MP175 ON THE KEARNEY SUB FOR FALSE CYCLING	AND UNWANTED PENALTIES. BTD/OMA UPDATE 9/14/06 1050CST CREW REPORTEDTHAT THE ATC HAS NO AUDIBLE ALSO. NEED TO TRAIL ONLY UNTIL REPAIRED.LJE/OMA	WX683	unit is in trailing position, defer to shop	9/22/2006
9/13/2006 16:00	UP	8355	KLAG1 09	913	AUDIBLE INDICATOR DEFECTIVE	5408	AUDIBLE INDICATOR	UNIT HAS NO AUDIBLE SOUND OUT OF THE CAB SIGNALS WAS WRITTEN UP TWO	DAYS PRIOR TO ARIVAL AT NOP THEN RAN THROUGH. BTD/OMA	OX591	C/O ADU ACCT NO AUDIBLE. AFTER REPAIRS TESTED SEVERAL TIMES WITH NO DEFECTS	10/3/2006
9/15/2006 22:33	UP	7240	CBRCSH 12	232	FUEL LEAK ON ENGINE PIPI NG/HOSE	3503	FUEL LINES	DISPATCHER REPORTS THE ENGINE HAS BEEN SHUTDOWN ACCOUNT OF A FUEL	LEAK AT L6 CYLINDER. UNIT IS NOW DIC. 2233CST-PMR/OMA	KP187	replaced injector line and tightened injector.	9/17/2006
9/17/2006 7:36	SP	239	CIMSB9 15	521	BRAKE SHOE MISSING/WORN OUT/BURNT	9900	NO DEFECTS FOUND	BRAKE SHOES ARE WORN, OCCSSIONALLY STICKING. CREW REPORTS NO PROBLEMS	AT THIS TIME OTHER THAN WORN SHOES. ADVISED TO CUTOOUT BRAKES AND REPORTIF AIR BRAKE PROBLEM PERSISTS. CEL/OMA	NX284Y	FOUND ISSUES WITH AIR BRAKES OR SHOES.	9/28/2006
9/17/2006 23:20	UP	6697	MNPHK 17	914	WILL NOT ACKNOWLEDGE	1675	OTHER	CAB SIGNALS CUT OUT ON THE SIDNEY SUB FOR NOT ACKNOWLEDGING. BTD/OMA		OX591	TESTED CCS ON DOCK BOTH DEPARTURE, AND FULL 45 DAY CCS TEST NO DEFECTS FOUND WITH THE SYSTEM	9/21/2006
9/18/2006 4:00	UP	3097	MEAPR 18	911	CCS DOES NOT FUNCTION AT ALL	5902	ONBOARD TERMINAL (OBT)	CAN NOT GET POWER TO THE ATC OR THE CCS WENT DARK AT AMES IA. BTD/OMA		NZ021	OBT no power. OBT had bad connection. 45 day completed. no other defects found.	9/20/2006
9/18/2006 9:10	UP	3062	MGICB 18	910	CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	CAB SIGNALS CUTOOUT AT GRAND ISLAND NEBRASKA ACCOUNT THE ASPECTS DO	NOT CHANGE. CEL/OMA	NZ021	changed out faulty master relay	9/21/2006
9/19/2006 14:25	UP	6839	CFKBM 18	915	REPETETIVE FALSE TRIP / CYCLING	9202	CABLES / WIRING	CAB SIGNALS DROPPED OUT AND WILL NOT COME BACK UP. NOW CUTOOUT AT	MILEPOST 30 ON THE MORRILL SUB. CEL/OMA	NP162	SWITCH ON CPU CARD SET WRONG	9/20/2006
9/23/2006 18:55	UP	8388	MEUNP 23	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS KEEP DROPPING OUT FOR NO REASON AT ALL, RESETS & ONLY	MOVED ABOUT 2 MILES AND IT TOOK THE AIR AGAIN. NOW HAVE CUT OUT ATMP 12.4 ON THE PORTLAND SUB. GGC/OMAELECTRICIAN TESTED CCS, WITH NO DEFECTS FOUND. BJS/HKL 09-24-06	NX284S	replaced tvo & cpu ccs modules & tested & calibrated = ok after repairs	9/28/2006
9/24/2006 1:30	UP	5621	CWLJR9 21	910	CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	THE CAB SIGNALS DROPPED OUT AND WOULD NOT RESPOND, NOW HAVE CUT OUT AT	MP 150 ON THE SOUTH MORRILL SUB. GGC/OMA	NX284E	repaired nx284e	9/26/2006
9/25/2006 18:40	UP	2989	MPREA 25	910	CAB SIGNAL EQUIPMENT	5907	NO POWER TO/FROM OBT	ATC IS NOT WORKING, HAS GONE PAST 3 BLOCK INDICATIONS & IT STAYS IN		NZ021	Power was disconnected. 45 day completed.	9/29/2006
9/25/2006 18:50	UP	5544	ISEG1 20	910	CAB SIGNAL EQUIPMENT	5407	RELAYS	THE ATC KEEPS DROPPING OUT AND STAYS IN THE RESTRICTING MODE AND WILL	NOT RESPOND, NOW HAVE CUT OUT AT MP 125 ON THE GENEVA SUB. GGC/OMA	NZ005	Did inspection- inspection OK. Did departure test 10 times- tested ok all 10	9/27/2006
9/26/2006 2:45	UP	4122	MHKGR 23	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	HAS BAD CAB SIGNALS, WILL NOT PICK UP OR CYCLE, WAS TAGGED IN POCATELLO	AT 09/25/06 1600 PM. GGC/OMA	WX817	Passed cab signal P.I.	9/26/2006

9/27/2006 7:53	UP	4044	QNPSKP 27	915	REPETITIVE FALSE TRIP / CYCLING	5404	ASPECT DISPLAY	REPORTED CAB SIGNALS KEEP DROPPING OUT, CUTOUT, ABSOLUTE BLOCK.	MP142, KEARNEY SUB. RLD/OMA	OX591S	RANN ALL CHECKS ON CCS COMPLETED 45 DAY CCS ALL TEST GOOD	10/8/2006
9/30/2006 2:10	UP	5559	CWEUGH 26	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	CAB SIGNALS CUT OUT AT MP 509 ON THE CHEYENNE SUB ACCOUNT THE KEEP	DROPPING OUT AND WILL NOT ACKNOWLEDGE. GGC/OMA TRAIL ONLY.	NX284S	replaced r & l front ccs bars ccs elec tested & calibrated ok	10/12/2006
9/30/2006 18:30	UP	9715	MELNP 29	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE ATC IS BAD AND WILL NOT RESPOND, THE MOTION LIGHT WILL WORK WHEN	YOU DO A TEST BUT WILL NOT WHEN ON THE MAIN LINE. GGC/OMA	NX284S	recalibrated atc it was set a little low	10/1/2006
10/1/2006 1:00	UP	9823	QNPCH 30	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE ATC KEEPS DROPPING OUT AND GOING DARK, RESET THE CIRCUIT BREAKER	& WILL RECOVER BUT WILL NOT HOLD, NOW HAVE THE ATC CUT OUT AT MP 349ON THE BOONE SUB. GGC/OMA UPDATE:10/1--DEAD BATTERIES. CEL/OMA	NX284S	REPLACED THE VITAL OUT PUT AND THE ACK. SWITCH. TESTED GOOD	10/10/2006
10/1/2006 2:35	UP	8392	AAMCY 29	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS KEEP DROPPING OUT AND WOULD NOT ACKNOWLEDGE, NOW HAVE	CUT OUT AT MP 408 ON THE SINDEY SUB. GGC/OMA	KP643	CCS TEST OK	10/4/2006
10/1/2006 4:00	UP	4472	QFRNPP 29	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	CAB SIGNALS TESTED OKAY BUT FAILED ON THE MAIN LIKE, DROPPED OUT AND	WOULD NOW COME BACK UP. NOW HAVE CUT OUT AT MP 978 ON THE OGDEN SUB.GGC/OMA defer	NX284	REPLACED DEFECTIVE LCR. CALIBRATED AND TESTED .	10/11/2006
10/1/2006 16:08	UP	9760	QPRNP 30	915	REPETITIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	CAB SIGNALS CUTOOT ACCOUNT OF GIVING RESTRICTION IN CLEAR BLOCKS.	MILEPOST 201 ON THE BOONE SUB. TRAIL IN CAB SIGNAL TERRITORY UNTILREPAIRED. CEL/OMA	NX284S	c/o 60/100 hz filter board retested o/k	10/2/2006
10/1/2006 21:10	UP	4269	YGI62 01	913	AUDIBLE INDICATOR DEFECTIVE	5420	HARMON ULTRA-CAB	THE AUDIBLE INDICATOR FOR THE CAB SIGNALS DOES NOT WORK AT ALL, DO NOT	USE AS A LEAD UNIT. CAB SIGNALS CUT OUT AT GRAND ISLAND NE. GGC/OMA	NX284S	REPLACED DEFECTIVE DDSP . CALIBRATED AND TESTED AFTER REPAIRS.	10/3/2006
10/1/2006 21:40	UP	2420	WGHGJB 26	910	CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	THE ATC WILL NOT DUMP THE AIR WITH SELF TEST OF ON ACTIVE TRACK, NOW	HAVE CUT OUT AT 46.1 ON THE PEORIA SUB. GGC/OMA	NZ335	MIC TESTED SYSTEM FOUND NO DEFECTS, SYSTEM OPERATING NORMALLY.	10/5/2006
10/4/2006 8:04	UP	4149	MWCFW 01	111	TRIPPED LOW OIL DEVICE ONLY	3503	FUEL LINES	LATE REPORT TO RF DESK, DISPATCHER REPORTS UNIT TRIPS GOVERNOR	BUTTON AND SHUTS DOWN AND IS TAGGED. 0804CST-PMR/OMA	TP250	c/o #10 fuel line, c/o oil tll/ftw	10/5/2006
10/6/2006 9:40	UP	6837	QWVNP 05	915	REPETITIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	THE CAB SIGNALS DROPPED OUT AND WOULD NOT RESPOND, NOW HAVE CUT OUT	AT MP 465 ON THE SIDNEY SUB. GGC/OMA	NX284G	c/o DDSP 2.33	10/6/2006
10/6/2006 15:25	UP	4391	KLAG1 01	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE ATC HAS BEEN CUT OUT ACCOUNT IT WILL NOT RESPOND CORRECTLY & KEEPS	TAKING THE AIR. GGC/OMA	CO486	DO NOT USE IN CAB SIGNAL AREA	10/26/2006
10/11/2006 20:58	UP	9737	QNPSKP 11	910	CAB SIGNAL EQUIPMENT	5407	RELAYS	ATC MOTION LIGHT GOES OUT OCCASIONALLY AND WILL NOT RESPOND TO ASPECT	CHANGES. NOW CUTOOT ON THE BOONE SUBDIVISIONAT PETERS, IA. TRAIL ONLYWHILE IN ATC TERRITORY. CEL/OMA/WRONG CPU CARD NEED 2.02 VERSION AND ILOCK CARD DASH-9 ONLY, NIS.	RV323	replaced cpu with correct version 2.02 and ILOCK card and TVO card..calibrated and tested good..unable to make unit fail in shop setting.	12/8/2006
10/12/2006 3:07	UP	9754	MNPSS 11	915	REPETITIVE FALSE TRIP / CYCLING	5702	CONTROLLER SWITCHES	CAB SIGNALS DO NOT CORRESPOND TO WAYSIDE SIGNALS. NOW CUTOOT AT	MILEPOST 277 ON THE KEARNEY SUB. CEL/OMA10/14/06 - CREW REPORTS THE UNIT KEEPS DROPPING IT'S LOAD AND NO LOAD,FAULTS WON'T STAY RESET. UNIT IS NOW ISOLATED AND IDLING. 0556CST-PMR/OMA	NX284S	RM&D BOB INVOLVED IN PROCESS-REPLACED BKT, BMS AND P3 MAG VALVES. REPLACED MICRO POSITION SWITCH PER GE RECOMMENDATIONS. CCS TO REPAIR.decoder module new for ccs repair.	10/16/2006
10/12/2006 10:00	UP	4245	WCYCBB 11	910	CAB SIGNAL EQUIPMENT	5407	RELAYS	THE POWER GOES OUT TO THE CAB SIGNALS AND PUT THE TRAIN IN PENALTY,	THEN COMES BACK ONLINE, THE CCS HAS NO BEEN CUT OUT AT NX147 ANDTHEY ARERUNNING ABSOLUTE BLOCK, DO NOT USE AS A LEADER UNTILREPAIRED. BTD/OMA	NX284S	SECURED LOOSE ILOCK MODULE, RECALIBRATED AND TESTED CCS.	10/27/2006
10/13/2006 10:00	UP	4448	MASNP 11	915	REPETITIVE FALSE TRIP / CYCLING	5406	RECEIVER BARS	ATC DROPS OUT AFTER PASSING A GREEN SIGNAL THEN COMES BACK ON LINE, DO	NOT USE AS A LEADER UNTIL REPAIRED. BTD/OMA	NX284	REPLACED BOTH RECIEVER BARS TESTED AND CALIBRATED.	10/15/2006
10/13/2006 14:50	UP	7275	CWEUG 11	915	REPETITIVE FALSE TRIP / CYCLING	5433	POWER SUPPLY MODULE	CAB SIGNALS CUT OUT FOR FALSE CYCLING ON THE SIDNEY SUB, THEY ARE	NOW RUNNING ABSOLUTE BLOCK, DO NOT USE AS A LEADER IN CCS TERRITORYUNTIL REPAIRED. BTD/OMA 10/28/06 1831CST CREW REPORTS THE UNIT SHOWSAUX ALTERNATOR FAULTS, WON'T RESET. LJE/OMA 11/01 FREMONT FRMN GENERALRPTD FAULTS RESET AND LODING OK. RLD/OMA	NX284G	BAD POWER SUPPLY FUSE HOLDER. CHANGED OUT POWER SUPPLY. CCS AND ATC ARE NOW WORKING O.K.	11/3/2006
10/17/2006 19:53	UP	2509	WBALDU 17	915	REPETITIVE FALSE TRIP / CYCLING	5916	DEFECTIVE LOCO ID PROM	ATC ASPECT LIGHTS DO NOT WORK. CUTOOT NOW AT MILEPOST 94 ON GENEVA	SUB. CEL/OMA	NZ021S	co the mother board and the dts found wires off in indacator box repaired them. 45 day completed.	10/27/2006

10/18/2006 1:30	UP	4397	MASNP 16	915	REPETETIVE FALSE TRIP / CYCLING	5406	RECEIVER BARS	CAB SIGNALS DROP TO RESTRICTING AFTER PASSING A CLEAR BLOCK. NOW CUTOUT	AT MILEPOST 49.75 ON THE KANSAS CITY SUB. CEL/OMA	NX284S	replaced ccs rec.bars	10/18/2006
10/19/2006 0:35	UP	5554	LCR02 18	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	CAB SIGNALS CUTOUT ACCOUNT OF DROPPING TO RESTRICTIVE ON A CLEAR	BLOCK ON THE GREEN RIVER SUB. CEL/OMA	NX284S	RECALIBRATED CCS TESTED OK	10/29/2006
10/20/2006 8:28	UP	9791	MBYNP 19	915	REPETETIVE FALSE TRIP / CYCLING	4401	AXLE ALTERNATOR	ATC CUTOUT ACCOUNT INTERMITTENT WHISTLE AT 13MPH, ALSO HIGH SPEED	WHISTLE AT 28 MPH. MP210 BOONE SUBDIVISION. RLD/OMA	NX284S	REPLACED AXLE ALT... TESTED GOOD	10/21/2006
10/21/2006 7:19	UP	9824	MVPNP 19	910	CAB SIGNAL EQUIPMENT	5409	TIMER	REPORTED CAB SIGNAL KEEPS GOING DARK, CAUSES AIR TO TRIP PENALTY EVERY	5 MINUTES. CUTOUT CCS. RLD/OMA	NX284S	replaced vital output, TACH AND TEST 404 CARD	10/21/2006
10/24/2006 8:40	UP	5512	ILBCH 20	910	CAB SIGNAL EQUIPMENT	5404	ASPECT DISPLAY	KEEP LOSING THE AUDIBLE INDICATOR FOR THE CAB SIGNALS, HAVE TRIED	RESETTING THE TRAIN CONTROL SYSTEM BUT NO CHANGE. THIS WAS REPORTEDIN WYOMING. NEED TO TRAIL UNTIL REPAIRS HAVE BEEN. NOW HAVE THE CABSIGNALS SYSTEM CUT OUT. GGC/OMA	NZ077	REPLACED THE ASPECT DISPLAY UNIT NEW SEAL #1505293	10/25/2006
10/24/2006 17:00	UP	2230	MFWWC 22	633	CABLES OVERHEATED OR BURNED	4305	LEADS/CABLES	HAD THE TRACTION MOTOR LEADS ON THE NUMBER 1 TRACTION MOTOR CATCH ON	FIRE, NOW HAVE THE FIRE OUT AND THE UNIT HAS BEEN ISOLATED. ALL OFTHE WHEELS ARE ROLLING FREE. GGC/OMA	SP760D	repaired t.m. leads and track tested hp 3816 oil temp 182 water temp 190 charging rate 74 v	10/28/2006
10/25/2006 9:20	UP	8382	ZSEMN 25	817	CONTINUOUS LIGHT LOAD	4407	SPEED SENSOR - TM	KEEPS DROPPING ITS LOAD ACCOUNT OF MISMATCHED WHEEL INDICATIONS FOR	THE #2 WHEEL AND WILL NOT RESET. ALSO WILL GET AN ALARM AND THENWILL DROP ITS LOAD TO ZERO WITH NO INDICATION AT ALL. GGC/OMA	NX284S	# 5 S.S. BAD NOW NEW 1,2,4 S.S. FOUND MOUNT BOLTS LOOSE 3,6 CHECKED OK WHL MEASUREMENT'S OK WORKED ROAD FAILURE WITH EMD TECH , REPAIRS OK WITH EMD & TOW TESTED OFF PIT ALL S.S. READING & TESTED OK OFF PIT	10/29/2006
10/25/2006 14:55	UP	5621	CSOJR9 23	915	REPETETIVE FALSE TRIP / CYCLING	5905	ANTENNA FAILURE	THE CAB SIGNALS KEEP DROPPING 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
10/26/2006 14:58	UP	4890	KLAG1 21	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	REPORTED CUT OUT ATC ACCOUNT CAUSING PENALTY ABOVE 40 MPH.	MP35 GENEVA SUB. ABSOLUTE BLOCK. RLD/OMA	TP250S	Tested OK No defects found	11/1/2006
10/27/2006 5:24	UP	2410	MNPFW 27	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS CAUSING PENALTY APPLICATION, CUTOUT MP281,	NORTH PLATTE SUBDIVISION. ABSOLUTE BLOCKED. RLD/OMA..12/28/06 CAB SIGNALS TESTED OK NO DEFECTS FOUND DTS/JH404	X 344E	TESTED CCS ALL SIGNALS WITHIN RANGE NO DEFECTS FOJUND	1/4/2007
10/27/2006 10:31	UP	9030	WNECYB 24	915	REPETETIVE FALSE TRIP / CYCLING	5505	RELAYS	REPORTED CAB SIGNALS KEEP DROPPING OUT. ABSOLUTE BLOCKED AND CUTOUT	CCS. MP362 SIDNEY SUB. RLD/OMA.....rf for cab signals dropping out.....changed amplifier and master relay, calibrated ok, 45 day insp done, ob and lt good	NZ021	rf for cab signals dropping out.....changed amplifier and master relay, calibrated ok, 45 day insp done, ob and lt good	11/15/2006
10/29/2006 11:05	UP	9782	MNPBY 26	910	CAB SIGNAL EQUIPMENT	5411	AXLE DRIVE	THE MOTION LIGHT IS OUT FOR THE ATC, WILL TEST OKAY BUT WILL NOT WORK	AFTER THAT, NOW HAVE CAB SIGNAL SYSTEM CUT OUT AT 202 ON THE BOONESUB. GGC/OMA.trail turn set.	NX284	axle alternator had no out put new & tested good.	11/2/2006
10/31/2006 9:58	UP	4245	MNPST 30	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	THE CAB SIGNALS KEEP DROPPING OUT AND GOING DARK, NOW HAVE CUT OUT AT	MP 682.8 ON THE RAWLINS SUB. GGC/OMA	RV323S	REPLACED	11/3/2006
11/4/2006 9:35	UP	8230	2GSVBHY 02	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS DROPPING OUT AND NOT COMING BACK UP. NOW CUTOUT AT MILEPOST	210 ON THE MARYSVILLE SUB. CEL/OMA	NX284	CAB SIGNALS TESTED AND CALIBRATED .REPLACED RADAR HEAD . REPAIRED OIL LEAK AT #12 ASSEMBLY . CHANGED #5 TM .	11/20/2006
11/4/2006 13:24	UP	6811	CJRMU 03	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CAB SIGNALS DROPPED OUT. CUTOUT NOW AT MILEPOST 98.25 ON THE SOUTH	MORRILL SUB. CEL/OMA	NX284G	B2B Defect Deferred.	11/11/2006
11/4/2006 20:24	UP	5185	IOAG2 02	910	CAB SIGNAL EQUIPMENT	5401	AMPLIFIER	THE CAB SIGNALS KEEP CYCLING AND DROPPING OUT ON THEM, NOW HAVE CUT	OUT AT 815 ON THE SALT LAKE SUB. ALSO THE DYNAMIC BRAKES ARE BAD ANDKEEP SURGING ON THEM. GGC/OMA	NX284	CCS CALIBRATION WAS TOO HIGH, RECALIBRATED AND TESTED CCS OKAY.	11/8/2006
11/6/2006 18:55	UP	2969	WLOAD 06	950	OTHER CAB EQUIPMENT	5404	ASPECT DISPLAY	HAVE CUT OUT THE ATC AT MP 114 ON THE GENEVA SUB ACCOUNT THE AUDIBLE	HORN IS NOT WORKING AND WILL TAKE THE AIR WITH OUT NOTICE. GGC/OMA	NZ021	C/O ACK HORN ,COMPLETE 45 DAY	12/18/2006
11/10/2006 19:30	UP	3816	IG2OA 10	913	AUDIBLE INDICATOR DEFECTIVE	5905	ANTENNA FAILURE	THE AUDIBLE INDICATOR FOR THE ATC IS NOT WORKING AND WILL TAKE THE	AIR WITHOUT NOTICE. NOW HAVE THE ATC CUT OUT AT MP 55.4 ON THE GENEVASUB.GGC/OMAWILL NEED TO BE REPAIRED @ NEXT OPPORTUNITY UNABLE TO DO @ OUTSIDE POINT.	JH404D	INSPECTED CHECKED OUT AND TESTED. WORKING OKAY	1/3/2007

11/11/2006 17:09	UP	5600	CBRIRH 08	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS DROPPED OUT FOR TWO CONSECUTIVE BLOCKS. CUTOUT NOW AT	MILEPOST 72 ON THE COLUMBUS SUB. TRAIL ONLY. CEL/OMA	X 344D	DID UP AND CNW , CCS TEST REPEATLY AND DID NOT FAIL, PUT UNIT OVER PIT CHECKED BARS, JUNCTION BOX, AND WIRING, ALL 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	CSQJR9 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
11/13/2006 5:50	UP	6028	CPWBM 10	910	CAB SIGNAL EQUIPMENT	4007	CABLES/WIRING	CAB SIGNALS WILL NOT WORK OR POWER UP, HAD ONE OF THE DISPLAY CHANGE	OUT AND HAS A DIFFERENT TYPE IN PLACE AND IS CAUSING IT TO DROP OUT.GGC/OMA UPDATE 11/13/06 0850CST NEED TO TRAIL ONLY UNTIL REPAIRED.LJE/OMA	NX284C	Swapped CSH1 wire from term. 31 to 32 and CSH2 wire from term. 32 to 31 on the ETMS C/O switch. Cab Signal stays on now. Don't know any more than that. (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	911	CCS DOES NOT FUNCTION 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
11/22/2006 11:18	UP	7155	CNANW 21	915	REPETETIVE FALSE TRIP / CYCLING	5906	POWER SUPPLE FAILURE	CAB SIGNALS DROPPED OUT AND WOULD NOT COME BACK UP. CUTOUT NOW AT	MILEPOST 134 ON THE MORRILL SUB. CEL/OMAUPTDATE 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. GGC/OMA	NX284C	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). 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
11/24/2006 7:13	UP	8283	CSKRI 21	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS ARE DROPPING TO RESTRICTIVE IN CLEAR BLOCKS. WILL NOT	RESET. ADVISED TO CUTOUT AND RUN ABSOLUTE BLOCK AT MILEPOST 992 ONTHE EVANSTON SUB. CEL/OMA	NX284S	TESTED CCS, CHECKED CALIBRATION 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	911	CCS DOES NOT FUNCTION 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. GGC/OMA	WX817	Ran CCS self-test, test past	11/26/2006
11/28/2006 5:38	UP	4125	ZCSLT 26	612	GROUND RELAY LOCK OUT 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	911	CCS DOES NOT FUNCTION 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	ELECTROLYTE	LOST POWER TO THE ATC AND WHEN DARK, NOW HAVE CUT OUT AT 202.2 ON THE	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.	1/2/2007
11/29/2006 2:35	UP	6835	CNACY 26	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS DROPPED OUT AND TOOK THE AND WOULD NOT RECOVER, NOW	HAVE CUT OUT AT MP 202.2 ON THE BOONE SUB. GGC/OMA	RV323	performed cab signal test found no defects during test and inspection of cab signal equipment.	1/7/2007
11/30/2006 1:45	UP	3066	MASPR 29	911	CCS DOES NOT FUNCTION AT ALL	5906	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	915	REPETETIVE FALSE TRIP / CYCLING	5409	TIMER	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	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	810	LOADING PROBLEMS IN POWER	4305	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. track tested ok	12/3/2006
12/3/2006 12:30	UP	9813	MNPSS 02	915	REPETETIVE FALSE TRIP / CYCLING	9900	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	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	THE CAB SIGNALS DROPPED OUT AND LOST ALL POWER AND WOULD NOT WORK,	NOW HAVE CUT OUT AT MP 66.8 ON THE MORRALL SUB. GGC/OMA	PX862S	passed fed ccs test	1/17/2007
12/6/2006 15:55	UP	9673	MNPPR 05	910	CAB SIGNAL EQUIPMENT	6008	OIL LINES	ATC MOTION LIGHT QUIT WORKING, NOW HAVE ATC CUT OUT AND WORKING ON	BLOCK INDICATION NOW, CUT OUT AT MP 208 ON THE BOONE SUB. GGC/OMA	NZ021	RF KLOB and shutdown. Replaced broken oil line. Refilled oil. Engine runload tested good.	12/8/2006
12/8/2006 22:28	UP	9039	MSSNP 07	940	A.T.C.S. EQUIPMENT	1606	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	rf for atc will not dump air.....has new p2a, cab signal inspection done, departure tested ok, atc now takes air, qm isnspection done, ob and lt good	1/8/2007
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	OK	PX862S	changed out CPU account wont calibrate, checked and tested ccs good	12/16/2006
12/10/2006 22:10	UP	9698	UGLSE 09	915	REPETETIVE FALSE TRIP / CYCLING	5410	WIRING	CAB SIGNALS WOULD NOT PASS THE TEST LOOP TEST. NOW CUTOUT AT ON THE	THE DALLES SUB. CEL/OMA	OX591	INSP. & TESTED CAB SIGNAL FOR 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	911	CCS DOES NOT FUNCTION 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	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	FAILURE DELIVERED OFFLINE	UNIT IS TRIPPING OVERSPEED AT 20 MPH, CAB SIGNALS ALSO CYCLING TOO.	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	911	CCS DOES NOT FUNCTION AT ALL	5404	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	915	REPETETIVE FALSE TRIP / 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	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

12/23/2006 14:50	UP	9472	OA2DN 16	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	NOT GETTING ANY POWER TO THE ATC 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	UP	5800	MFWNP 21	910	CAB SIGNAL EQUIPMENT	5431	CPU 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 THE KANSAS SUB. CEL/OMA	NX284G	PIT CCS TECH FOUND CALABRATION SWITCH LEFT IN CALLABRATION MODE ,	12/25/2006
12/24/2006 4:39	UP	5143	MFWNP 22	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	COMPUTER WILL NOT ALLOW CAB SIGNAL CHANGES. MADE SURE THE AIR VALVES	WERE CORRECT, MADE NO DIFFERENCE. ABSOLUTE BLOCK NOW ESTABLISHED AT MILEPOST 70 ON THE KANSAS SUB. CEL/OMA	NX284S	Replaced defective CMPU module. Cab signals tested good. Loadbox and system checks good.	12/26/2006
12/26/2006 9:21	UP	6706	CWECSH 22	134	ENGINE BL OWN - OBVIOUS DAMAGE	2605	ROD MASTER	LATE REPORT - NO CALL TO RF DESK, DISPATCHER REPORTS THE ENGINE	WAS ON FIRE AND THEN THE CREW ADVISED THE ENGINE HAD BLOWN UP AND HAD PARTS OUT THE SIDE OF THE ENGINE BLOCK AND OIL ALL OVER IN THE ENGINE COMPARTMENT. 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	915	REPETITIVE FALSE TRIP / CYCLING	5915	DEFECTIVE LOCO ID BOARD	THE CAB SIGNALS KEEP DROPPING OUT AND CYCLING ON THEM NOW HAVE CUT OUT	AT MP 300.3 ON THE SIDNEY SUB. GGC/OMA	RV323S	TEST OK	1/6/2007
12/29/2006 9:50	UP	6857	MPCNPB 28	915	REPETITIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	CAB SIGNALS KEEP CYCLING ON THEM AND DROPPING OUT, NOW HAVE CUT OUT AT	MP 407 ON THE SIDNEY SUB. GGC/OMA	NX284G	ccs/atc will not calibrate. pickups are over 1.400. c/o cpu,csa,ddsp no change.shopped. getting an open from K to L on P305. in junction box, getting a reading to both coils but shows 960 ohms to a jumper across K & L a	1/1/2007
12/29/2006 15:35	UP	7155	CNAAE 28	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	CAB SIGNALS WOULD NOT RESPOND MOST OF THE TIME AND THEN WOULD DROP	OUT WHEN THEY DID. NOW HAVE CUT OUT AT MP 270 NO THE KEARNEY SUB.GGC/OMA	NX284C	CCS Done on inspection tested ok	2/22/2007
12/30/2006 15:30	UP	2485	MCBKC 30	950	OTHER CAB EQUIPMENT	5708	MICROPROCESSOR	THE ATC KEEPS DROPPING OUT AND GOING DARK, NOW HAVE CUT OUT AT 268	ON THE BOONE SUB. GGC/OMA 12/30-- 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.	1/12/2007
1/4/2007 11:11	UP	4819	MKCDM 03	915	REPETITIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	CAB SIGNALS WILL NOT ACKNOWLEDGE. NOW CUTOUT AT MILEPOST 293 ON THE	FALL CITY SUB. CEL/OMA	MX283S	RAN CAB SIGNAL TEST AND ATC TEST THEY ACKNOWLEDGED FINE WORKING WELL USED LOOP ALSO WORKED WELL	1/6/2007
1/5/2007 7:00	UP	9390	WAFDNZ 04	915	REPETITIVE FALSE TRIP / CYCLING	1704	CONTROL VALVE	CAB SIGNALS WILL NOT CLEAR AFTER A RESTRICTED BLOCK. CUTOUT NOW	AT MILEPOST 752 ON THE VALENTINE SUB. CEL/OMA NO PARTS IN STOCK AT FTWKEEP GETTING AIR COMPRESSOR STARTING PROBLEMS, RESETS BUT WILL NOT HOLD. GGC/OMA	B 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	9900	NO DEFECTS FOUND	CREW REPORTED THAT THE UNIT KEEPS GOING INTO A CAB SIGNAL PENALTY,	AND THE CAB SIGNALS WILL NOT CUTOUT. NEED TO TRAIL ONLY UNTIL REPAIRED.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 REVS UP - NO LOAD	5005	BRUSHES	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	915	REPETITIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	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	UP	8092	LN43 11	911	CCS DOES NOT FUNCTION AT ALL	5708	MICROPROCESSOR	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	UP	8291	MNPPT 08	113	TRIPPED LOW WATER DEVICE/SOME WATER	7510	RADIATORS	UNIT DIED FOR LOW COOLENT PRESSURE INSTRUCTED DISPATCHER TO TELL	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

1/12/2007 8:20	UP	5715	CDYSV 07	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	COULD NOT GET THE CAB SIGNALS TO ACTIVATE OR POWER BACK UP, NOW HAVE	CUT OUT AT MP 370 ON THE HIAWATHA SUB. GGC/OMA.....rf for ccs not powering up.....ok per ge (chris hill), ntf....inspected and performed 45 day inspection ok, ob and lt good	NZ021	rf for ccs not powering up.....ok per ge (chris hill), ntf....inspected and performed 45 day inspection ok, ob and lt good	1/22/2007
1/12/2007 18:54	NS	9106	WBRKNZ 11	118	ENGINE SHUT DOWN - REASON UNKNOWN	9600	FAILURE DELIVERED OFFLINE	LATE REPORT - NO CALL TO RF DESK - DISPATCHER REPORTS THE ENGINE	WON'T STAY RUNNING. UNIT IS SHUTDOWN NOW. INSTRUCTED DISPATCHER TO TODRAIN THE WATER. NSRR NOTIFIED BY EMAIL. 1854CST-PMR/OMA	C 817	FAILURE DELIVERED OFFLINE TO NS	1/18/2007
1/16/2007 20:17	UP	8108	2GSTRCT 14	915	REPETETIVE FALSE TRIP / CYCLING	5906	POWER SUPPLE FAILURE	REPORTED CAB SIGNALS KEEP CYCLING, CUTOUT AT MP960, EVANSTON SUBDIVISION.	MOVING ON ABSOLUTE BLOCK. RLD/OMA	NX284E	CARDS IN CS FOUND LOOSE RESEATED AND TESTED GOOD	1/17/2007
1/16/2007 21:42	UP	4881	MSKNP 15	910	CAB SIGNAL EQUIPMENT	5403	DECODER	REPORTED ATC NOT PICKING UP, CUTOUT MP173.5, CLINTON SUBDIVISION.	ABSOLUTE BLOCK TO MOVE. RLD/OMA	NX284S	c/o ddsp and csa and did a ccs inspection all. past test.	1/17/2007
1/17/2007 18:37	UP	2996	MEAPR 17	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	REPORTED ATC KEEPS CYCLING, MP140, CLINTON SUBDIVISION. CUTOUT.	ABSOLUTE BLOCK TO PROVISIO. RLD/OMA	NZ021	RF- ATC KEEPS CYCLING. GOING IN & OUT. FOUND AMPLIFIER B/O. C/O BAD AMP. & PR RELAY. LOAD, POWER, & DYNAMICS ALLTESTED GOOD. TRAIN CONTROL ALL GOOD AFTER REPAIRS WERE MADE. NO FURTHER DEFECTS FOUND.	1/21/2007
1/19/2007 10:35	UP	8108	2GSG5TU 18	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS WOULD NOT WORK AT ALL, NOW HAVE CUT AND MOVE THE UNIT	TO THE TRAILING POSITION. GGC/OMA	NX284S	tested ccs , checked o/k	2/14/2007
1/19/2007 12:30	UP	4643	AGBSE 18	910	CAB SIGNAL EQUIPMENT	5908	ATCS CURCUIT BREAKER DEFECTIVE	THE ATC KEEPS TAKING THE AIR 15 SECONDS AFTER YOU GET THE SLOW SPEED	WHISTLE AND DOES NOT TAKE THE AIR WHEN YOU GET THE HIGH SPEED WHISTLE.NOW HAVE CUT OUT AT MP 390 ON THE BOONE SUB. GGC/OMA	B 372	chg'd weak circuit breaker	2/3/2007
1/20/2007 22:20	UP	7309	GSTRCB 16	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	POWER KEEPS DROPPING OUT TO CAB SIGNALS THEY HAVE BEEN CUT OUT	DEFECTIVE AND THEY ARE NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	X 344E	CHANGED CPU, AND RECALIBRATED SYSTEM OK	1/31/2007
1/21/2007 10:22	UP	2387	GEEGJN 16	810	LOADING PROBLEMS IN POWER	5412	CUT OUT SWITCH	NO LOAD ACCOUNT OF THE PC WILL NOT STAY RESET. CAB SIGNALS ARE CUTOUT	AND MAY BE A BAD ALERTOR. CEL/OMA	MX283D	ccs cut out switch b/o , ccs sill partially powered up c/o switch workedccs and completed full air test no further defects noted	1/24/2007
1/22/2007 5:35	UP	6800	COMJR 20	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS WILL NOT PERFORM DEPARTURE TEST, CYCLED CCS	BREAKER, NO HELP. CUTOUT CCS AND MOVING UNDER ABSOLUTE BLOCK. RLD/OMAINBOUD CREW REPORTED CCS CUT IN AND WORKING OK NO OTHER DEFECTS NOTED01/22/07 H.E.C.	NP162	ccs working	1/23/2007
1/24/2007 20:45	UP	9639	MDALI 23	411	OIL LEAK AT ENGINE	3516	GAUGES	LATE REPORT - NO CALL TO RF DESK - DISPATCHER REPORTS THE ENGINE	IS SHUT DOWN ACCOUNT OF OIL ALL OVER IN THE ENGINE COMPARTMENT AND ONTHEWALKWAYS. UNIT IS DIC. 2045CST-PMR/OMA	TP250S	renew fuel pressure gauge	1/30/2007
1/27/2007 9:01	UP	9269	MOLNP 23	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	CAB SIGNALS CAUSING PENALTY AND WOULD NOT ACKNOWLEDGE. NOW CUTOUT	AT MILEPOST 57 ON THE HIAWATHA SUB. TRAIL ONLY. CEL/OMA	NX284S	checked ccs, tested o/k, nothing found amiss.	1/28/2007
1/27/2007 11:39	UP	5758	CAENA 22	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	CAB SIGNALS DROP OUT ABOUT EVERY OTHER BLOCK. ADVISED TO CUTOUT.	OCCURED AT MILEPOST 56 ON THE HIAWATHA SUB. CEL/OMA	NX284C	see mcs	2/4/2007
1/27/2007 19:41	UP	8082	CSVSJ 26	810	LOADING PROBLEMS IN POWER	6903	MISMATCH	REPORTED NOT LOADING ACCOUNT TCC2 & WHEEL MISMATCH FAULTS, RESET FAULTS	AND CUTOUT #2 TRUCK. LOADING OK. RLD/OMA	NX284	COMPLETED LMI#6014, REPLACED BLOWN FUSES & DIODES ON RIGHT BANK PHASE A OF MAIN ALT. CHANGED #4 TM-GROUNDED. TRUED WHEELS FOR MISMATCH FAULTS. LOAD TESTED, ROLL TESTED, & N8 STALL TESTED OKAY.	2/3/2007
1/28/2007 17:28	UP	8130	CCSBT 25	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	CAB SIGNALS GIVE INOPERATIVE FAULTS. APPEARS TO BE A BAD CARD.	ABSOLUTE BLOCK ESTABLISHED AT MILEPOST 299 ON THE MARYSVILLE SUB.CEL/OMA01/30 RPTD CAB SIGNALS CUTOUT AND USING ABSOLUTE BLOCK. RLD/OMA2/15/07 - WHEN WORKING AS A REMOTE DPU UNIT, GETS ALARM BELLS WHEN INDYNAMIC BRAKES. DO NOT USE AS A DPU LEAD OR REMOTE. 1733CST-PMR/OMA	NX284	CABLE FROM CCC TO HARMON BAD, REPLACED CABLE, TESTED OKAY.	3/24/2007
1/31/2007 13:55	UP	5774	MNPWV 31	910	CAB SIGNAL EQUIPMENT	9900	NO DEFECTS FOUND	THE CAB SIGNALS KEEPS CYCLING AND DROPPING OUT, NOW HAVE CUT OUT AT	MP 291 ON THE SIDNEY SUB. GGC/OMA	WX817	Ran CCS departure test three times, passed three times.	2/2/2007

2/3/2007 11:30	UP	2439	MCBKC 03	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	ATC DROPS OUT IN A CLEAR SIGNAL IT IS NOW CUT OUT AND THEY ARE RUNNING	ON ABSOLUTE BLOCK. BTD/OMA	MX283D	Performed monthly ATC test	2/13/2007
2/7/2007 8:56	UP	9113	MNPPV 06	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	REPORTED CAB SIGNALS CYCLING CONTINUOUSLY, CUT MP385.22, LARAMIE SUB.	MOVING ON ABSOLUTE BLOCK. RLD/OMA	NX284	LOCK NUT ON THE APLIFIER WAS LOOSE. RECALIBRATED. TESTED GOOD	2/21/2007
2/17/2007 6:40	UP	4881	ZSCKC 16	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	REPORTED CAB SIGNALS DROPPING OUT CONTINUOUSLY, MP597, LARAMIE SUB.	CUTOUT CAB SIGNALS, ABSOLUTE BLOCK. RLD/OMA	NX284E	recalibrated and tested ok	2/17/2007
2/18/2007 5:38	UP	8324	ASJIH 14	913	AUDIBLE INDICATOR DEFECTIVE	9900	NO DEFECTS FOUND	HAVE CUT OUT THE CAB SIGNALS ACCOUNT THE AUDIBLE INDICATOR IS NOT WORK	AND WOULD DROP OUT AND TAKE THE AIR ON THEM, CUT OUT MP 508 ON THESIDNEYSUB. GGC/OMA	NX284E	CCS CIRCUIT BREAKER CYCLED, TESTED OK. NO HISTORY. SDK1/NOP	2/18/2007
2/18/2007 15:36	UP	8324	ASJIH 14	913	AUDIBLE INDICATOR DEFECTIVE	9900	NO DEFECTS FOUND	REPORTED CUTOOUT CCS ACCT AUDIBLE INDICATOR INOPERATIVE, CAUSING PENALTY	APPLICATION. RLD/OMA	NZ021	ATC pick-up high. Calibrated and tested both systems. No problem foundwith audio alarm. Needs 45 day once in house.	2/22/2007
2/19/2007 8:29	UP	2434	MCBKS 18	911	CCS DOES NOT FUNCTION AT ALL	5401	AMPLIFIER	REPORTED CAB SIGNALS WENT DARK, CUTOOUT. MP343, OMAHA SUBDIVISION.	RLD/OMA	MX283D	Replaced E-PROM chip	2/23/2007
2/19/2007 20:15	UP	6742	CBTNT9 13	820	LOADING PROBLEMS IN DYNA MIC BRAKING	4005	GRIDS	HAD THE GRIDS CATCH ON FIRE, NOW HAVE THE FIRE OUT AND THE DYNAMIC	BRAKES CUT OUT, OKAY FOR POWER ONLY. GGC/OMA	NX284C	replaced the whole stack grids and the grid blower	3/2/2007
2/22/2007 9:40	UP	9040	MNPPV 21	915	REPETETIVE FALSE TRIP / CYCLING	5407	RELAYS	CCS CUT OUT ON THE CHEYENE SUB FOR DROPPING OUT AND GOING DARK, THEY	ARE NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	NX284S	changed out forcacs relay.	3/5/2007
2/25/2007 23:00	UP	8505	QWCNP 23	910	CAB SIGNAL EQUIPMENT	5407	RELAYS	HAVE CUT OUT THE CAB SIGNALS ACCOUNT THE WOULD NOT RESPOND OR WORK	AT ALL, CUT OUT MP 874 ON THE EVANSTON SUB. GGC/OMA	IY061S	reset computer worked ok	3/1/2007
2/28/2007 13:00	UP	2406	MCBKS 27	913	AUDIBLE INDICATOR DEFECTIVE	9900	NO DEFECTS FOUND	THE CCS AUDIBLE IS NOT WORKING UNIT IS NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	Dispo	TP250S	CCS TESTED OK	3/17/2007
3/2/2007 8:17	UP	8492	QNPFRP 02	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	REPORTED CAB SIGNALS DROPPED OUT MP306, SIDNEY SUBDIVISION, CUTOOUT	ABSOLUTE BLOCKED. TRAIL UNTIL REPAIRED. RLD/OMA	RV323S	Replaced b/o ccs power supply. Cab signals tested on pits after power supply chnged out. All systems checked out good.	3/9/2007
3/3/2007 9:30	UP	3039	MDMPR 02	910	CAB SIGNAL EQUIPMENT	5406	RECEIVER BARS	HAS BAD ATC WILL NOT WORK AT ALL, NOW HAVE CUT OUT. GGC/OMA		NZ021	RF Unit has bad ATC, won't work at all. Front end receivers were packed with snow. Removed snow. Replaced burned out motion light. Recalibrated system and performed 45 day inspection.	3/5/2007
3/4/2007 14:42	UP	9093	GSVCCL 01	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	CAB SIGNALS WILL NOT CLEAR AFTER A RESTRICTED SIGNAL. NOW CUTOOUT AT		NZ021	change out tack & test card did 445 day CCS tested good.	3/10/2007
3/7/2007 9:50	UP	4881	MASNPX 04	910	CAB SIGNAL EQUIPMENT	5410	WIRING	THE CAB SIGNALS KEEP DROPPING OUT, NOW HAVE CUT OUT AT MP 159 ON THE	MARYSVILLE SUB. GGC/OMA	NX284S	ccs out calibration = ccs elec recalibrated ccs tested & recalibrated okbars & ccs inspected ok & tested ok	3/8/2007
3/10/2007 0:56	UP	3791	ZKCPD 08	915	REPETETIVE FALSE TRIP / CYCLING	5421	DDSP MODULE	REPORTED CAB SIGNALS KEEP DROPPING OUT, CUT MP620 LARAMIE SUBDIVISION.	MOVING ON ABSOLUTE BLOCK. RLD/OMA	NZ021	rf for dropping out.....out of calibration, adjusted pick up values, completed 45 day inspection , departure tested ok, ob and lt good	3/20/2007
3/10/2007 2:43	UP	9767	MDVGR 09	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS NOT WORKING PROPERLY, CREW CUTOOUT.	RLD/OMA 03/10 CAB SIGNALS TESTED GOOD AT GNR, NO DEFECTS FOUND. RJB/GNR	B 372	RF came in supplemented OK. Tech did cab signal test again & checked OK again. Self load OK. 4371 H.P. Water temp. 176 to 180. Lube oil press. 20/ 78. Fuel press. 60 / 50. CCP -1.5" 270 Milliamp.	3/23/2007
3/10/2007 21:40	UP	4207	QNPSKP 10	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	THE ATC SHOWS RESTRICTIVE WHEN IN GREEN TERRITORY, THEY ARE NOW RUNNING	ABSOLUTE BLOCK, DO NOT USE AS A LEADER IN ATC TERRITORY. BTD/OMA	X 344D	no defects ! unit cab signals were out of calibration, worked ccs o.k. once calibrated o.k. hp=4045 , ma=0.001,oil psi=88, water temp.=189,oil temp=195,	3/30/2007
3/10/2007 23:50	UP	2439	MCBKS 10	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	THE ATC LOOSES POWER FOR ABOUT 4 SECONDS AND DUMPS THE AIR THEN WILL	WILL COME BACK ON, THEY ARE NOW RUNNING ABSOLUTE BLOCK, DO NOT USEAS A LEADER IN ATC TERRITORY. BTD/OMA	KA005	ATC PICK UP AND DROP OUT VALUES WAY OFF. CALIBRATE SYSTEMA ND TEST NO DEFECTS FOUND	3/16/2007
3/11/2007 3:00	UP	5443	MSCWC 09	10	AIR BRAKES	5906	POWER SUPPLE FAILURE	THE AIR KEEPS DUMPING AND SHOWS A CCS PENALTY EVEN WHEN THEY ARE CUT	OUT, UNIT WAS A REMOTE UNIT AND HAD TO MAKE IT CONVENTIONAL. BTD/OMA	SP760	COMPUTER AUTOMATICALLY TURNS ON CCS ,,TO TRAIL CONVENTIONAL UNTIL WE GET PARTS.,	3/13/2007
3/11/2007 10:19	UP	9553	ABAWG 09	910	CAB SIGNAL EQUIPMENT	5905	ANTENNA FAILURE	CAB SIGNAL PENALTY WOULD NOT CLEAR UP WHEN CUTIN OR CUTOOUT. MECHANICAL	FORCES WERE NOTIFIED. CEL/OMA	NZ021	RF cab signal penalty wouldn't clear up when cut in or cut out. ATC/CCS range was set too high for carrier. Calibrated settings and set correct wheels size in micro cab. Performed 45 day. Air brake departure tested good	3/15/2007

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 UNTIL REPAIRED. 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	UP	8496	QNPFRP 13	915	REPETITIVE 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 TRAIL ONLY UNTIL REPAIRED. LJE/OMA	RV323S	toggle in wrong position	3/21/2007
3/14/2007 4:13	UP	5762	GSFMNS 13	915	REPETITIVE FALSE TRIP / CYCLING	5406	RECEIVER BARS	REPORTED CAB SIGNALS CUTOUT ACCOUNT PICKED SIGNALS AT CROSSINGS, MP44.5	COLUMBUS SUB. ABSOLUTE BLOCKED. RLD/OMA	SP760D	replaced right reciever bar due to being damaged (bent),causing incorrect signal readings.ccs departure test passed.worked aiam,load tested, 4372 hp, 100% lr, 300/300 for/rev, -1.3 ccp, 39 man psi, 175 wtr temp,184 oil tem	3/26/2007
3/15/2007 4:57	UP	5756	CLUCA9 13	915	REPETITIVE 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
3/15/2007 7:18	UP	4435	QNLNP 13	910	CAB SIGNAL EQUIPMENT	5402	CONVERTER	THE CREW REPORTED THAT THE CAB SIGNALS KEEP DROPPING OUT, CUTOUT AT	MP 51 ON THE HIAWATHA SUB. RUNNING ON ABSOLUTE BLOCK NOW. NEED TO TRAIL ONLY UNTIL REPAIRED. LJE/OMA UPDATE 3/15 1210CST MARYSVILLEFG REPORTED THAT THE CCS WILL NOT TAKE THE AIR, STILL RUNNING ABSOLUTE BLOCK. LJE/OMA	NX284S	REPLACED CPU. TESTED GOOD	3/16/2007
3/15/2007 8:43	UP	5132	MNPWC 14	915	REPETITIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	REPORTED CAB SIGNALS WENT TO RESTRICTED AND WILL NOT COME BACK.	CUTOUT CCS MP874. RLD/OMA	SP760	c/o cpu card on the harmon ultra cab 2, 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
3/15/2007 20:13	UP	3020	MEAPR 15	915	REPETITIVE FALSE TRIP / CYCLING	9203	RECORDER	REPORTED ATC TRAIN CONTROL HAS NO HORN INDICATION BETWEEN 23 & 38 MPH.	HI SPEED WHISTLE WORKS OK. CUTOUT ATC MP147, CLINTON SUB. ABSOLUTE BLOCKED. RLD/OMA	NZ021	RF ATC has no horn indication between 23 - 28 mph. Speedo head not operating properly. Replaced speedo head and performed 45 day inspection.	3/16/2007
3/16/2007 2:53	UP	7229	CLUBT9 14	915	REPETITIVE 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
3/19/2007 21:10	UP	4247	MRONP 19	915	REPETITIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	CAB SIGNALS KEEP DROPPING OUT WHEN PASSING BLOCK SIGNALS, MP885.	EVANSTON SUBDIVISION. CUTOUT CAB SIGNALS. RLD/OMA	NX284S	out cal.reset tested ok	3/20/2007
3/20/2007 10:05	UP	5970	CNARR 19	915	REPETITIVE FALSE TRIP / CYCLING	5406	RECEIVER BARS	THE CAB SIGNALS KEEP CYCLING AND DROPPING OUT, NOW HAVE CUT OUT AT	MP 150 SO MORRILL SUB, HAVE ABSOLUTE BLOCK ESTABLISHED. GGC/OMA	NX284C	BOTH BARS Repaired	3/21/2007
3/20/2007 21:42	UP	8220	GSY6ST 20	914	WILL NOT ACKNOWLEDGE	5402	CONVERTER	REPORTED CAB SIGNALS CUTOUT ACCOUNT WON'T ACKNOWLEDGE.	RLD/OMA	NX284S	ccs power supply b/o , CHANGED PWR SUPPLY, calibrated o/k	4/19/2007
3/21/2007 17:25	UP	6041	2CNAWX 20	910	CAB SIGNAL EQUIPMENT	5431	CPU MODULE	THE CREW REPORTED THAT THE CAB SIGNALS KEEP DROPPING OUT, CUTOUT AT	AT MP 143 ON THE S. MORRIL SUB. RUNNING ON ABSOLUTE BLOCK 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	915	REPETITIVE 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	REPETITIVE 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
3/24/2007 13:30	UP	5928	CBMWI 23	915	REPETITIVE FALSE TRIP / CYCLING	5431	CPU MODULE	CCS WAS CUT OUT AT PELTON NE DUE TO DROPPING IN AND OUT, THEY ARE	NOW CUT OUT AND RUNNING ABSOLUTE BLOCK. BTD/OMA	NX284E	CPU MODULE CALIBRATION SWITCH IN CAL MODE, SWITCHED BACK AND WORKS GOOD	3/24/2007
3/26/2007 2:54	UP	2436	MCBKS 25	911	CCS DOES NOT FUNCTION AT ALL	5403	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

3/28/2007 13:20	UP	3791	QNPCH 28	915	REPETETIVE FALSE TRIP / CYCLING	5406	RECEIVER BARS	THE CCS WILL NOT PICK UP UNTIL UNIT IS RIGHT ON TOP OF THE SIGNAL	CAB SIGNALS HAVE BEEN CUT OUT AND THEY ARE NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	JP016	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 - 1.5, CAV 215, MG V 2479, MGA 1282	4/4/2007
3/29/2007 13:20	UP	6811	CJRWI 27	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	THE CCS HAS BEEN CUT OUT DUE TO FALSE CYCLING AT DARR NE, THEY ARE	NOW RUNNING ABSOLUTE BLOCK. BTD/OMA	NX284W	NO DEFECTS FOUND	4/3/2007
3/29/2007 16:30	UP	9093	MPREA 29	915	REPETETIVE FALSE TRIP / CYCLING	5407	RELAYS	THE ATC DROPPED OUT AND WOULD NOT COME BACK ON LINE. BTD/OMA	rf for flase trips, went dark.....found loose cards (seated/ tightened), adjusted pick up and drop out, 45 day inspection done, ob and lt ok	NZ021	rf for flase trips, went dark.....found loose cards (seated/ tightened), adjusted pick up and drop out, 45 day inspection done, ob and lt ok	4/2/2007
3/30/2007 5:50	UP	4038	MCHNP 29	914	WILL NOT ACKNOWLEDGE	5906	POWER SUPPLE FAILURE	THE ATC WILL NOT ACKNOWLEDGE THEY ARE NOW CUT OUT AND TRAIN IS RUNNING	ABSOLUTE BLOCK. BTD/OMA	RV323S	no defects found	4/4/2007
3/30/2007 17:20	UP	8324	QRVNP 27	913	AUDIBLE INDICATOR DEFECTIVE	5408	AUDIBLE INDICATOR	THE AUDIBLE INDICATOR TO THE CCS DOES NOT WORK, CAB SIGNALS HAVE	BEEN CUT OUT AND ARE NOW RUNNING ABSOLUTE BLOCK, DO NOT USE AS ALEADER. BTD/OMA	RV323S	AUDIBLE NOT WORKING / C/O ADU / PASSED CCS TEST	4/11/2007
4/1/2007 4:42	UP	5011	IOAG2 27	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	REPORTED CUTOOUT CAB SIGNALS ACCOUNT INOPERATIVE. ABSOLUTE BLOCKED.	RLD/OMA	NZ005	Replaced GPO 004 card.	4/3/2007
4/1/2007 10:55	UP	4044	AROCER 31	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	THE CAB SIGNALS DROPPED OUT AND NEVER WOULD COME BACK UP, NOW HAVE	CUT OUT AT MP 140 ON THE MARYSVILLE SUB. GGC/OMA	NX284	Inspected, calibrated, and tested cab signals. Other than being out of calibration, no other defects found. Replaced DIO for D -contact failure . Load tested- Oil/25-80, Wtr/ 182, -4" vacuum, 4000 hp,.	4/5/2007
4/1/2007 11:00	UP	7577	RROSD 30	821	NO LOAD IN DYNAMIC	4005	GRIDS	HAD THE GRIDS CATCH ON FIRE, NOW HAVE THE FIRE OUT AND HAVE CUT OUT	THE DYNAMIC BRAKES, OKAY FOR POWER ONLY. GGC/OMA	AX345C	REPLACED 2 B/O GRIDS IN STACK 2	4/15/2007
4/2/2007 9:40	UP	7083	2CWIBM 29	910	CAB SIGNAL EQUIPMENT	5420	HARMON ULTRA-CAB	THE CAB SIGNALS DROPPED OUT AND WILL NOT RESPOND, NOW HAVE CUT OUT	AT MP 50 ON THE SO MORRILL SUB. GGC/OMA	NP162	Cab signals were out of calibration, recalibrated and they are working ok now 04/04/2007 @np162	4/4/2007
4/3/2007 2:00	UP	5762	MNPRO 01	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS NOT PICKING UP 2 CONSECUTIVE BLOCKS, CUTOOUT MP925.	ABSOLUTE BLOCKED. RLD/OMA	UP002	check ccs no defects found / check bars and wiring / ok	4/3/2007
4/7/2007 11:00	UP	3834	IGSG2X 04	911	CCS DOES NOT FUNCTION AT ALL	5431	CPU MODULE	REPORTED ATC TRAIN CONTROL CUTOOUT ACCOUNT ATC WOULD NOT PICK UP.	ABSOLUTE BLOCKED. RLD/OMA...Calibrated ATC to pick-up (375) drop-out (335). CCS to (550,470). Both were set too high. 45 day inspection & departure test complete.....12meg/2ma leakage, -3 ccp, 4029 hp, 29/57 op, ob and lt good	NZ021	Calibrated ATC to pick-up (375) drop-out (335). CCS to (550,470). Both were set too high. 45 day inspection & departure test complete...12meg/2ma leakage, -3 ccp, 4029 hp, 29/57 op, ob and lt good	4/9/2007
4/9/2007 9:13	UPY	693	LVR06 09	745	STARTING SYSTEM INOP. REASON UNK.	5005	BRUSHES	LATE REPORT - NO CALL TO RF DESK - DISPATCHER REPORTS THE CREW	COULD NOT GET THE ENGINE STARTED. UNIT IS DIC. 0913CST-PMR/OMA... @ DBJ	X 344P	REPLACED BRUSHES IN AUX-GENERATOR	4/16/2007
4/10/2007 21:12	UP	5681	CJRSH 10	910	CAB SIGNAL EQUIPMENT	5410	WIRING	CAB SIGNAL FAILURE AT MILE POST 148 ON THE SOUTH MORRILL SUB. NOW CUTOOUT.	CEL/OMA	NX284E	CCS WORKING FINE HAD TO CUT IT BACK IN	4/11/2007
4/12/2007 6:30	UP	9046	IMVCSR 11	911	CCS DOES NOT FUNCTION AT ALL	5401	AMPLIFIER	REPORTED ATC WOULD NOT TEST, DO NOT USE IN LEAD IN ATC TERRITORY.	ADDED ENGINE TO POINT. RLD/OMA	NZ005	Amplifier was turned all the way up, adjusted, tested CCS, p/u & drop out okay.	4/13/2007
4/12/2007 17:21	UP	8248	GSTROV 09	911	CCS DOES NOT FUNCTION AT ALL	5504	MODULE CARD/MICROPROCESSOR	REPORTED CAB SIGNALS WENT DARK, UNABLE TO GET BACK ON. CUTOOUT CAB SIGNALS,	MP966.5 EVANSTON SUB. ABSOLUTE BLOCKED. RLD/OMA4/21/07 - NO LOAD ACCOUNT OF TCC#1 FAULTS. GRAND ISLAND FG HAS CUT OUTTCC#1. UNIT IS NOW LOADING 60% ONLY. 1432CST-PMR/OMA	NX284S	REPLACED THE CO-43 CARD, PERFORMED NOTCH-8 STALL TEST, REPLACED RADAR HEAD AND THE #1 COOLING FAN FUSES. NO DEFECTS FOUND FOR CCS PROBLEM. LOAD TESTED GOOD. OIL PRESSURE 34/76psi, FUEL PRESS 89/87psi, VAC - 4in, 4300hp,	4/26/2007
4/12/2007 18:20	UP	6870	CPWNA 08	915	REPETETIVE FALSE TRIP / CYCLING	5420	HARMON ULTRA-CAB	THE CAB SIGNALS KEEP CYCLING AND DROPPING OUT, NOW HAVE CUT OUT AT	MP 75.5 ON THE SOUTH MORRILL SUB. GGC/OMA	NP162	recalibrated	4/22/2007
4/13/2007 4:58	UP	4351	MNPVP 12	915	REPETETIVE FALSE TRIP / CYCLING	1601	AIR HOSES	THE CAB SIGNALS KEEP CYCLING AND DROPPING OUT ON THEM, NOW HAVE CUT	AT MP 64.1 ON THE COUNCIL BLUFFS SUB. GGC/OMA	WX817	ok	4/21/2007
4/13/2007 11:27	UP	4207	QNLNP 11	911	CCS DOES NOT FUNCTION AT ALL	5401	AMPLIFIER	REPORTED CAB SIGNALS WILL NOT PICK UP AT ALL, CUTOOUT AND ABSOLUTE BLOCKED	TO NORTH PLATTE. RLD/OMA	X 344E	CHECKED SYSTEM & RECALIBRATED SYSTEM CHECKED OK HP=4032 WT=186 OI PRES. 26/75	4/20/2007
4/13/2007 14:14	UP	9555	MRONP 12	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	REPORTED CUTOOUT CAB SIGNALS ACCOUNT DROPPING OUT, MP473.5, SIDNEY SUB.	ABSOLUTE BLOCKED. RLD/OMA	NX284S	found amp. plug loose. tested system all ok for service	4/14/2007

4/13/2007 14:36	UP	9173	ASHAS 12	915	REPETETIVE FALSE TRIP / CYCLING	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	915	REPETETIVE FALSE TRIP / CYCLING	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	UP	6802	GSOSTH 12	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS DO NOT PICK UP ON CCS TERRITORY, WORKED OK WHEN	SELF TESTING, ABSOLUTE BLOCKED. RLD/OMAFFOUND 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 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	4/17/2007
4/20/2007 19:55	UP	2962	MEAPR 20	914	WILL 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	RF ATC won't acknowledge & not getting 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 SIGNAL EQUIPMENT	4006	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	915	REPETETIVE FALSE TRIP / CYCLING	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	913	AUDIBLE INDICATOR DEFECTIVE	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	UP	5504	QEWWC 23	11	AUTOMATIC BRAKE WONT APPLY / RLSE	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 wtr temp, -4"ccp, tms had proper trative effort in pwr	4/29/2007
4/26/2007 22:50	UP	5225	KG1LA 26	911	CCS DOES NOT FUNCTION AT ALL	5406	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	UP	2324	MPSSF 27	910	CAB SIGNAL EQUIPMENT	5412	CUT OUT SWITCH	TRIPPING PC WITH CAB SIGNALS CUTIN. AIR WILL NOT RECOVER WITH CAB	SIGNALS CUTOUT. TRAIL ONLY. CEL/OMA	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.	5/16/2007
4/29/2007 20:20	UP	9818	MKCAS 29	910	CAB 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 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	911	CCS DOES NOT FUNCTION AT ALL	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

5/1/2007 22:17	UP	5467	MHONP 28	911	CCS DOES NOT FUNCTION AT ALL	5421	DDSP MODULE	REPORTED CUTOUT CAB SIGNALS ACCOUNT WHEN GETTING 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	915	REPETETIVE FALSE TRIP / 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	915	REPETETIVE FALSE TRIP / 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
5/3/2007 7:05	UP	5147	MNPEW 03	913	AUDIBLE INDICATOR DEFECTIVE	5404	ASPECT DISPLAY	CREW REPORT NO AUDIBLE ON CCS.NOW CUTOUT. NOW RUNNING ON ABSOLUTE BLOCK	CCS PROBLEM AT NX208, MP187. 0705CST LAP/EMD	B 372	changed aspect dispaly acct speaker defective, tested-ok	5/9/2007
5/5/2007 4:31	UP	4360	MWCDA 03	612	GROUND RELAY LOCK OUT IN POWER	4308	ARMATURE	UNIT WAS REPORTED BY DISPATCH AS 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 grounded--4032 hp--op 23 idle 80 n8---2.0 vac--ma .31	5/9/2007
5/6/2007 22:25	UP	9040	QPRNP 05	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	REPORTED CAB SIGNALS DROPPING OUT, CUTOUT AND ABSOLUTE BLOCKED.	MP53, COLUMBUS SUBDIVISION. RLD/OMA.Trail per MC COOK,no parts.	NZ021	CCS dropping out, pick-up too low....changed amplifier...calibrated and tested good. 45 day completed. Notch #8 oil press.86 H2O temp 194 fuel press 48 Man. -1.41 HP. 4040 MA. 258 Meg. 15 Notch #1 load 300.	5/11/2007
5/7/2007 23:56	UP	3916	QWCNP 05	911	CCS DOES NOT FUNCTION AT ALL	5420	HARMON ULTRA-CAB	CREW REPORTS CAB SIGNALS DROPPED OUT AT MP907- NOW CUTOUT.2356CST.LAP/EMD		NX284S	gpi module was found bad,replaced card ccs tested ok after repairs , cab signals working proper at this time	5/9/2007
5/8/2007 3:30	UP	4287	MNPPR 05	912	ASPECT OUT	5905	ANTENNA FAILURE	CREW REPORTS ATC NOT WORKING @MP230.0330CST.LAP/EMD.	05/08/07 UNIT IS NOW RUNNING ABSOLUTE BLOCK DUE TO CAB SIGNALFAILURE BKT/EMD	NX284S	FAST TRACKED FOR ATC/CCS///// out of calibration. re-calibrated and tested 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 board....Calibrated 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 completed.....26/54 oil psi, 59/51 fuel psi, 3021 hp, 17 meg, 2 ma lkge, -1 man rdng...ob and lt ok	NZ021	rf cs trouble... atc way out of calibration, adjusted p/up and drop out values, 45 day inspection completed.....26/54 oil psi, 59/51 fuel psi, 3021 hp, 17 meg, 2 ma lkge, -1 man rdng...ob 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, OCCURRED 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
5/19/2007 7:35	UP	7604	QEWWC 17	902	DPU PENALTY APPLICATION	5508	27 POINT CABLE	KEEPS GETTING A PENALTY APPLICATION AND SHOWS CAB SIGNAL PENALTY STILL	PRESENT AND WILL NOT RESET, CREW INDICATED THAT THE CAB SIGNALS ARECUT OUT AND HAVE BEEN ALL ALONG. GGC/OMA	SP760S	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 battv,tractive effort	5/23/2007
5/19/2007 20:14	UP	5394	MSCWC 18	910	CAB SIGNAL EQUIPMENT	1606	BRAKE VALVE	TRIPPED CAB SIGNAL PENALTY WHILE OPERATING AS A LEAD DPU UNIT, COULD	NOT CLEAR, DO NOT USE IN DPU SERVICE UNTIL REPAIRED. RY/OMA	SP760	replaced iarp (independent air brake portion) performed air brake test good, loadtested good, 4500hp, oil temp 185, water temp 184, tested cab signal good 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	TRIPPED CAB SIGNAL PENALY FAULT AND COULD NOT CLEAR WHILE OPERATING IN	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	911	CCS DOES NOT FUNCTION 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

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

FRA 60 DAY INSPECTION DEFECTS

5/29/2007 19:21 INSPECT	CAB SIGNAL	CCS air test done by TD Shaw	UP	6527	
5/29/2007 19:32 INSPECT	CAB SIGNAL	BARS AND WIRING OK.	UP	5651	
		Found J-304 plug loose. Tightened plug -- Cab signals now see ind. brake application.	UP	4511	X
5/29/2007 21:31 INSPECT	CAB SIGNAL	ok	UP	7253	
5/30/2007 0:29 INSPECT	CAB SIGNAL	B2B Defect Deferred.	UP	6577	
5/30/2007 0:39 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3224193	UP	5952	
5/30/2007 3:31 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3191125	UP	6676	
		EMP FORGOT TO SIGN NOW ON REST DAYS - WORK			
5/30/2007 3:38 INSPECT	CAB SIGNAL C&NW	COMPLETED	UP	9053	
5/30/2007 6:50 INSPECT	CAB SIGNAL	DONE.....	UP	5964	
5/30/2007 6:50 INSPECT	CAB SIGNAL	done	UP	6616	
5/30/2007 7:02 INSPECT	CAB SIGNAL	done	UP	6703	
		REPLACE A BAD TVO TESTED AND REWCALIBRATED			
5/30/2007 10:52 INSPECT	CAB SIGNAL	OK. SEE MCS ser and eng. brake pressure switch was not changed out at triannually	UP	7393	X
5/30/2007 10:55 INSPECT	CAB SIGNAL	ccs tested ok	UP	4506	
5/30/2007 13:14 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3405920	UP	6659	
5/30/2007 13:42 INSPECT	CAB SIGNAL			6542	
		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	X
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	
5/31/2007 10:05 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3487368	UP	7162	
5/31/2007 10:44 INSPECT	CAB SIGNAL	GE SERVICE 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	
5/31/2007 11:25 INSPECT	CAB SIGNAL	SPEED INDICATOR #1713371	UP	4517	
5/31/2007 14:07 INSPECT	CAB SIGNAL	Done, see workscope Right Bar Bracket	UP	7151	
5/31/2007 14:11 INSPECT	CAB SIGNAL	Bent - Applied New.	UP	4604	X
5/31/2007 14:11 INSPECT	CAB SIGNAL	GE SERVICE 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	

FRA 60 DAY INSPECTION DEFECTS

5/31/2007 18:26 INSPECT	CAB SIGNAL	completed cab signal was done by Mr J Moreno // no badge to sign off ccs // temporary badge was printed less than	UP	6019	
5/31/2007 19:53 INSPECT	CAB SIGNAL	24hrs SPPED INDICATOR#167656	UP	3917	
5/31/2007 22:23 INSPECT	CAB SIGNAL	4 GE SERVICE	UP	3936	
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	
6/1/2007 9:34 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3236216 BARS ARE OK, COULD NOT DO INSPECTION IN- HOUSE BECAUSE OF AIR BRAKE	UP	6064	
6/1/2007 9:58 INSPECT	CAB SIGNAL	PROBLEMS.	UP	7216	
6/1/2007 10:06 INSPECT	CAB SIGNAL	NULL	UP	5304	
6/1/2007 10:39 INSPECT	CAB SIGNAL	GE SERVICE 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 JUNCTION BOX ARE NOT ON A TERMINAL BOARD started but did not finish. few more to bolt to gether and all	UP	7255	
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	UP	4784	
6/1/2007 18:38 INSPECT	CAB SIGNAL	ON THE PACKET	UP	6849	
6/1/2007 21:15 INSPECT	CAB SIGNAL	NULL	UP	4581	
6/1/2007 22:16 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 2838730	UP	5865	
6/1/2007 22:46 INSPECT	CAB SIGNAL	ccs done. REPLACED POWER SUPPLY	UP	7255	
6/2/2007 3:28 INSPECT	CAB SIGNAL	this is the wrong form for the atc it needs to be for the (OLD STYLE ATC with the RELAYS)	UP	8271	X
6/2/2007 3:40 INSPECT	CAB SIGNAL C&NW	GE SERVICE SHEET: 3519063	UP	9053	
6/2/2007 11:46 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3450397	UP	6849	
6/2/2007 14:22 INSPECT	CAB SIGNAL	CCS Cutout Serial # 1831552.	UP	7305	
6/2/2007 15:27 INSPECT	CAB SIGNAL	Changed Out R Receiver Bar.	UP	9743	
6/2/2007 15:27 INSPECT	CAB SIGNAL		UP	3276	X

FRA 60 DAY INSPECTION DEFECTS

6/2/2007 17:32 INSPECT	CAB SIGNAL	no power going to ccs...unable to complete test... REPLACED CCS MODULES (DDSP & ILOCK)	UP	3258	
6/2/2007 17:45 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3308976	UP	4800	X
6/2/2007 20:04 INSPECT	CAB SIGNAL	on the packet	UP	6795	
6/3/2007 3:40 INSPECT	CAB SIGNAL		UP	7305	
6/3/2007 3:51 INSPECT	CAB SIGNAL	Open bar ckt. Bars read ok but, no continuity between FT & TC in equipment box / ? Gremlins In The Machine? Found R Receiver Bar Open, Replaced. Now Have Good Bar Circuit/ Done.	UP UP	3276 7334	X
6/3/2007 10:50 INSPECT	CAB SIGNAL	No power to CCS equipment locker. Tried a new converter. Same result. <RNH> SEE MCS	UP UP	2476 6795	
6/3/2007 14:29 INSPECT	CAB SIGNAL	ddsp card was not in logic unit when opened for inspection. seal was gone. put a ddsp in unit. worked after third reset of system			
6/3/2007 14:59 INSPECT	CAB SIGNAL		UP	5682	
6/3/2007 17:06 INSPECT	CAB SIGNAL	PASSES DEPARTURE TESTS UP & CNW. FAILS PICK UP -DROP OUT ON CNW. DROP OUT IS BELOW 325. FAULT CODES IDENTIFY CPU AND DECODER CARDS. BOTH NIS.	UP	9681	X
6/3/2007 18:50 INSPECT	CAB SIGNAL	WILL NOT CUT CNW MODE IN === turned CNW switch on, no defects found	UP	8058	
6/3/2007 18:50 INSPECT	CAB SIGNAL	...	UP	7522	
6/3/2007 20:40 INSPECT	CAB SIGNAL	32V OK. Bar Circuit Ok @ FT - TC In Equip Box. Swapped Master Relay, Amplifier, 75 Decoder & All 4 Neutral Relays. SuspectTimer Is B/O?	UP	3276	X
6/3/2007 20:40 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3163824 LEFT/COIL IS B/O NEED	UP	7334	
6/3/2007 22:39 INSPECT	CAB SIGNAL	RPLACEMENT.	UP	8409	X
6/3/2007 22:39 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3487416	UP	7223	
6/3/2007 22:59 INSPECT	CAB SIGNAL	GE SERVICE SHEET: 3529896	UP	5932	

FRA 60 DAY INSPECTION DEFECTS

		2/04/07 cab signal retested: ADU seal 2012505, Logic seal 2012638, Air c/o seal 2012506 & C/O switch seal 2013494	UP	4852	
6/3/2007 22:59 INSPECT	CAB SIGNAL	GE SERVICE			
6/4/2007 3:39 INSPECT	CAB SIGNAL	SHEET: 3074891	UP	7219	
6/4/2007 7:14 INSPECT	CAB SIGNAL	ok	UP	2281	
		ser and eng brk press sws are due change out pass triannual	UP	4104	
6/4/2007 8:32 INSPECT	CAB SIGNAL	done	UP	6512	
6/4/2007 9:14 INSPECT	CAB SIGNAL	THAT TIME	UP	9329	
6/4/2007 10:40 INSPECT	CAB SIGNAL	GE SERVICE			
6/4/2007 11:28 INSPECT	CAB SIGNAL	SHEET: 3330610	UP	6837	
6/4/2007 13:18 INSPECT	CAB SIGNAL	COMPLETED	UP	7223	
		GE SERVICE			
6/4/2007 13:43 INSPECT	CAB SIGNAL	SHEET: 3810144	UP	6769	
6/4/2007 13:46 INSPECT	CAB SIGNAL	Signed off in MCS	UP	5932	
6/4/2007 14:15 INSPECT	CAB SIGNAL	ok	UP	2281	
6/4/2007 14:15 INSPECT	CAB SIGNAL	See maint tasks	UP	7219	
		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 PENALTY 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 18:35 INSPECT	CAB SIGNAL	DONE	UP	6837	
6/4/2007 19:12 INSPECT	CAB SIGNAL	receiver bars inspected by JTGreen - he did not sign off	UP	3365	
6/4/2007 19:12 INSPECT	CAB SIGNAL	DONE	UP	6769	
6/4/2007 19:44 INSPECT	CAB SIGNAL	ok	UP	2281	
6/4/2007 21:24 INSPECT	CAB SIGNAL	CORRECTED -- OUT OF ADJUSTMENT	UP	2504	
6/4/2007 21:44 INSPECT	CAB SIGNAL ATC	FAILED			
6/5/2007 3:51 INSPECT	CAB SIGNAL ATC	DEPARTURE TEST.	UP	2504	
6/5/2007 3:57 INSPECT	CAB SIGNAL	ON PAPERWORK	UP	6881	
		no test equipment available	UP	4070	
6/5/2007 5:56 INSPECT	CAB SIGNAL	replaced csa module	UP	7557	X
6/5/2007 5:56 INSPECT	CAB SIGNAL	GE SERVICE			
6/5/2007 13:03 INSPECT	CAB SIGNAL	SHEET: 3486012	UP	6881	

FRA 60 DAY INSPECTION DEFECTS

6/5/2007 13:52 INSPECT	CAB SIGNAL	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 for CCS.	UP	9668	
6/5/2007 21:01 INSPECT	CAB SIGNAL C&NW	DOES NOT APPLY! UNIT EQUIPPED WITH "EL" CAB SIGNALS ONLY.	UP	2350	
6/5/2007 22:26 INSPECT	CAB SIGNAL	UP- sent to shop (UP	7211	
6/5/2007 22:36 INSPECT	CAB SIGNAL	Jeff Lubash) DONE.	UP	7255	
6/5/2007 22:36 INSPECT	CAB SIGNAL C&NW	This Unit Is Equipped With MICROCAB COMPOSITE	UP	9506	
6/5/2007 22:41 INSPECT	CAB SIGNAL	actual inspection date 03/07/2006	UP	5456	
6/5/2007 23:08 INSPECT	CAB SIGNAL	changed out ccs bars checked receiver bars	UP	5577	X
6/6/2007 0:37 INSPECT	CAB SIGNAL	--ok	UP	7261	

4/3/2007 2:00	UP	5762	MNPRO 01	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS NOT PICKING UP 2 CONSECUTIVE BLOCKS, CUTOUT MP925.	ABSOLUTE BLOCKED. RLD/OMA	UP002	check ccs no defects found / check bars and wiring / ok	4/3/2007
4/13/2007 11:27	UP	4207	QNLNP 11	911	CCS DOES NOT FUNCTION AT ALL	5401	AMPLIFIER	REPORTED CAB SIGNALS WILL NOT PICK UP AT ALL, CUTOUT AND ABSOLUTE BLOCKED	TO NORTH PLATTE. RLD/OMA	X 344E	CHECKED SYSTEM & RECALIBRATED SYSTEM CHECKED OK HP=4032 WT=186 OI PRES. 26/75	4/20/2007
4/16/2007 22:27	UP	7256	CSBMR9 16	910	CAB 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	4/17/2007
5/3/2007 7:05	UP	5147	MNPEW 03	913	AUDIBLE INDICATOR DEFECTIVE	5404	ASPECT DISPLAY	CREW REPORT NO AUDIBLE ON CCS.NOW CUTOUT. NOW RUNNING ON ABSOLUTE BLOCK	CCS PROBLEM AT NX208, MP187. 0705CST LAP/EMD	B 372	changed aspect dispaly acct speaker defective, tested-ok	5/9/2007
5/6/2007 22:25	UP	9040	QPRNP 05	915	REPETETIVE FALSE TRIP / CYCLING	5401	AMPLIFIER	REPORTED CAB SIGNALS DROPPING OUT, CUTOUT AND ABSOLUTE BLOCKED.	MP53, COLUMBUS SUBDIVISION. RLD/OMA.Trail per MC COOK,no parts.	NZ021	CCS dropping out, pick-up too low....changed amplifier...calibrated and tested good. 45 day completed. Notch #8 oil press.86 H2O temp 194 fuel press 48 Man. -1.41 HP. 4040 MA. 258 Meg. 15 Notch #1 load 300.	5/11/2007
5/21/2007 1:00	UP	8203	2CJRPL 17	911	CCS DOES NOT FUNCTION AT ALL	5430	TVO MODULE	CCS WENT DARK AND WILL NOT COME BACK ON LINE, NOW RUNNING ABSOLUTE	BLOCK, DO NOT USE AS A LEADER UNTIL REPAIRED. BTD/OMA	NX284S	c/o power supply and tvo, recalibrated	5/21/2007
5/31/2007 18:14	UP	3916	MNPEW 31	911	CCS DOES NOT FUNCTION AT ALL	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS FAILED TO PICK UP, CUTOUT MP197.5 ABSOLUTE BLOCKED.	RLD/OMA	LS372S	Technician performed selftest CCS reading pickup 550 dropout 450.GOOD TEST!	6/3/2007
6/2/2007 3:15	UP	5272	MNPRV 01	915	REPETETIVE FALSE TRIP / CYCLING	9900	NO DEFECTS FOUND	REPORTED CAB SIGNALS INOPERATIVE, CUTOUT AND ABSOLUTE BLOCKED.	RLD/OMA	RV323S	n.r. elect reset computer for cab signal and perf. a departure test and a pick up/drop out test and all was good and passed. RF sould be appealed	6/5/2007