OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month, year)
August 1995

DATE
August 29, 1995

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report (original only) to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.

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

MAIL TO:

Director of Railroad Safety
Region 3
Federal Railroad Administration
111 North Canal Street
Chicago, IL 60606

REPORTING CARRIER (railroad & region or division)
Illinois Central Railroad

REPORTING OFFICER (signature, title)
Engineer-Signals

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g., assume grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1, Block Systems.

A false proceed failure is a failure of a system, device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

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

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS ☐ AB ☐ APB ☒ TC	8-24	GNOCH24 WC1745	Signal 2LB	Skip, LA
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE, CORRECTIVE ACTION TAKEN

Signal 2LB displayed a slow clear indication for trailing route through turnout reverse, when switch points were normal. Two engines split switch. This incident was called in per FRA 233.5 at 11:40 CDST, 8-24, FRA Rpt#305107.

Investigation found that the pin attaching the throw bar to the throw rod broke. When the switch was called reverse the points remained normal. The point detector circuit had voltage of normal polarity, and the KP relay was reverse connecting the RWCR to this normal voltage. Since the RWCR was a neutral relay, it energized.

During a previous cutover the original relay (600 ohm biased-neutral) was changed to a 900 ohm neutral relay with more contacts. The tests did not detect the error since the tests did not include mechanical failures, or simulations which disconnect the motor) which prevented the switch points from moving.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)