

FP98-6-7

OMB No. 04-R-0028

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

November 1998

DATE

November 23, 1998

REPORTING CARRIER (railroad & region or division)

Illinois Central  
Railroad

REPORTING OFFICER (signature/title)

General Manager-C&S /

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

MAN 100

FEDERAL RAILROAD  
ADMINISTRATION

Director of Railroad Safety  
Attention: T. Maske  
Federal Railroad Administration  
111 North Canal Street  
Chicago, IL 60606

KANSAS CITY

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

The following abbreviations may be used in the report.

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

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AS <input type="checkbox"/> APB <input checked="" type="checkbox"/> AC	11/11/98	GCG2CH	NBH Sig	South Edgewood, IL
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE CORRECTIVE ACTION TAKEN

REMARKS

Crew of train observed NBH at CP South Edgewood display Yellow over Green in approach to the Home Signal at Edgewood Jct. Displaying Red over Red.  
Investigation found the Light Out Relay was de-energized for the top Red marker at Edgewood Jct. With the LOR down, the lower aspect was set Red; however, the outgoing code to the approach signal was not downgraded and continued to send a code for Yellow over Green.  
Interim circuits were made by disabling the codes for the approach aspects when the LOR is de-energized. When the interim circuit changes were completed, tests were performed and signals observed to insure integrity. Permanent changes require programming and circuit changes, and these changes are being designed.

OPTIONAL FORM 99 (7-80)

FAX TRANSMITTAL

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To: Tom McFarlin  
 Dept/Agency: \_\_\_\_\_  
 Fax #: \_\_\_\_\_  
 From: \_\_\_\_\_  
 Phone #: \_\_\_\_\_  
 Fax #: \_\_\_\_\_