

Filed on 7/20/99

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

July 1999

DATE

July 20, 1999

REPORTING CARRIER (railroad & region or division)

I&M Rail Link  
1910 East Kimberly Road  
Davenport, IA 52807

REPORTING OFFICER (signature/title)

Vice President Operations

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

Federal Railroad Administration  
Regional Director  
1100 Main Street  
Suite 1130  
Kansas City MO 64105

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—Semi-automatic
- TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> X TC	7/8/99	IMRL 8925	RHDR Circuit	Deer Creek, IA
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
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

(If more space is required, continue on reverse)

On July 8, 1999, at approximately 13:53 hours, crew on Eastward Train M 232D 08 reported passing the Eastward absolute signal at West Deer Creek displaying a clear aspect when the next signal in advance at East Deer Creek was displaying a stop aspect. At this time the power operated switch was lined reverse with a signal lined Eastward out of the siding at East Deer Creek. The proper aspect for the Eastward absolute signal at West Deer Creek at this time was approach.

Signal Department personnel were immediately notified and arrived on the scene to promptly investigate this incident. Personnel duplicated the conditions that were reported at the time this incident occurred and determined this condition did occur as reported. With an Eastward absolute signal lined out of the siding at East Deer Creek and a Eastward Signal lined down the main track at West Deer Creek, the Eastward absolute signal at West Deer Creek would improperly display a clear aspect.

This condition was caused by a circuit design error involving the RHDPR circuit at East Deer Creek which pole changes normal energy on the RHD line circuits. The RHDPR relay was designed to be energized when the RA or RB signal was lined at East Deer Creek. Corrections were made in the RHDPR circuit by checking the front contacts of the RAHR and NWPR relays before the RHDPR relay would be energized. Circuit changes were made and tests were completed at 0200 hours on July 9, 1999.

Signal Department personnel have determined that this condition has existed since 1979 when the CTC control points at Deer Creek were installed. Signal Department personnel have also checked all CTC control points on IMRL and have determined this design error does not exist at any other signal locations