

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
3/1/2000

DATE 04/14/00

REPORTING CARRIER (railroad & region or division)

CANADIEN NATIONAL/ILLINOIS CENTRAL
RAILROAD

REPORTING OFFICER (signature & title)

Senior Signal Officer

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

MAIL TO:

Director of Railroad Safety
Attention: T. Maske
Federal Railroad Administration
111 North Canal Street Suite 655
Chicago, Illinois 60606

A failure should not be counted more than on 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 in indicate a false proceed causing corresponding indication 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=Automatic permissive block	MB=Manual block
ATC=Automatic train stop	M=Mechanical
CL=Color light	P=Pneumatic
CPL=Color position light	PL=Position light
E=Electric	TC=Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city & state)
1 BLOCK SYSTEM <input type="checkbox"/> AS <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTO MATIC <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> MANUAL	3/28/2000		CL	E. Bridge Interlocking
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.

Polarity of control wires for H2 mechanism (Signal 31) was reversed allowing said signal to display Green aspect in lieu of Yellow. (09:00, 28-Mar-00)

Signal wires were restored and full operational tests were made (18:00, 29-Mar-00)

Signal was found to have been wired according circuit plans. Plan was in error and field corrections made.

East Bridge Interlocking, New Orleans, La.

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