

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

May 2000

DATE

May 9, 2000

REPORTING CARRIER (railroad & region or division)

I&M Rail Link
1910 E Kimberly Rd
Davenport, IA 52807

REPORTING OFFICER (signature/title)

Chief Engineer

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
111 North Canal Street
Chicago, IL 60606

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"/> AB <input checked="" type="checkbox"/> X <input type="checkbox"/> APB <input type="checkbox"/> TC	5/2/00	UP 9730	None	Byron, Illinois
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

On May 2, 2000, Engineer on Westbound Train ICHLB 02 reported that while operating on red signals and after passing Eastbound Signal 891 he looked toward the rear of his train and observed Signal 891 displaying a clear aspect. The Engineer reported that his train was occupying the block for Signal 891 when the clear aspect was observed. The proper aspect for Signal 891, at this time, was red.

Signal Department personnel were notified at 10:00 PM and immediately began a complete investigation of this incident. Personnel tested relays, meggered cables, and inspected signal light wires and the pole line. Attempts were also made to recreate this incident by shunting tracks and with actual train movements. Signal would not clear until shunts or train was completely by signal 891. Subsequent to tests, signal system was functioning as intended and returned to service at 04:40 AM on May 3, 2000. Signal Department personnel were unable to duplicate this alleged false proceed report.

(If more space is required, continue on reverse)