

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

DATE 11/8/2000

REPORTING CARRIER (railroad & region or division)

CANADIAN NATIONAL
 ILLINOIS CENTRAL
 RAILROAD
 MIDWEST DIVISION

REPORTING OFFICER (signature & title)

Senior Officer Standards & Safety Assurance

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
 Attention: T. Maske
 Federal Railroad Administration
 111 North Canal Street Suite 655
 Chicago, Illinois 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 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
- AB=Automatic block
- ACS=Automatic cab signal
- APB=Automatic permissive block
- ATC=Automatic train stop
- CL=Color light
- CPL=Color position light
- E=Electric
- EM=Eektromechanical
- EP=Electropneumatic
- FP=False proceed
- MB=Manual block
- M=Mechanical
- P=Pneumatic
- PL=Position light
- TC=Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city & state)
1 BLOCK SYSTEM <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	11/2/2000	Amtrak #51	8W Signal	Thornton, IL
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.

8W signal displayed a slow clear (R/G) into stop (R/R) at UP home signal on the UP wye at Thorton Junction.

Cause: Wire / design error and insufficient testing at time of installation.

Corrective Action: Wire / design change to give a restricting signal (R/Y) at 8W to the UP wye track.

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