

FP2001-5-6

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

## FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)  
April, 01

DATE 4/27/2001

REPORTING CARRIER (railroad &amp; region or division)

CANADIAN NATIONAL  
ILLINOIS CENTRAL  
RAILROAD  
GULF DIVISION

REPORTING OFFICER (signature &amp; title)

Senior Officer Standards &amp; 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	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"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> MANUAL	4/21/2001	4601	36 B Signal	New Orleans, LA <i>DETAILS</i>
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 April 21, 2001 at approximately 11:10 a Union Pacific train crew AV07 went by 36B signal with an alledged clear signal (green over red) and proceeded into the plant when he noticed 19 switch lined against them. The train crew notified the East Bridge operator, and the operator said he hadn't pulled the lever to give them a signal.

There was a BN train on the Public Belt track going up to Huey P Long bridge. He had the 31 signal lined and the lever still out. 20, 21, and 22 switches were already lined reverse for the UP crew AV07 but 18 and 19 swtiches were still lined normal.

The Inspector arrived at about 13:10 and found 36B signal vandalized. All the hoods were knocked off and the lenes had been hit with rocks and were cracked. At this time the red aspect could be seen, and not mistaken for anything other than a red, from the Shrewsberry crossing just south of the signal. Inspector checked for grounds at the signal house, no grounds found. He went over the steps the operator had taken that morning and attempted to reinact the incident. The 36 B signal remained Red. When 18 and 19 switches were normal and the operator cleared 36B signal, the inspector reported the signal was yellow over red. Then the operator lined the route up to the bridge, 18 and 19 switches lined reverse and called for the 36B signal. 36B was yellow over red. All circuits were clear going up to the Huey P Long bridge and no grounds were found at East Bridge. The reported incident could not be reproduced. Due to excessive vandalism at this location, on April 25, 36A and 36B signals and the cable were replaced for precautionary reasons.