

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

May 2001

DATE

May 15, 2001

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"/> APB <input type="checkbox"/> TC	5/9/01	IMRL 358	none	Savanna, IL
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

On May 9, 2001, Engineer on Train I 111B 07 reported that while proceeding Eastward on No. 2 Track to run around train occupying the Main Track, both Eastward signals at Plum (No. 2 Track & Main Track Signals) displayed clear aspects simultaneously. At this time the proper aspect for the Eastward Signal governing movement on the Main Track was clear and the Eastward Signal governing movement on No. 2 Track should have displayed a red.

Signal Department personnel immediately investigated this incident and determined the signal system functioned as intended. Personnel meggered all underground cables, tested relays, performed ground tests, performed switch tests, performed fouling tests and tested searchlight signals. Personnel also performed operating tests multiple times to recreate this incident. Subsequent to tests, signal system functioned as intended.

(If more space is required, continue on reverse)