

FALSE PROCEED SIGNAL REPORT

6/2001

DATE

6/18/2001

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

REPORTING CARRIER (railroad & region or district)

Northern Indiana Commuter  
Transportation District

MAIL TO

Director of Railroad Safety  
Region 4  
Federal Railroad Administration  
111 North Canal Street - Suite 655  
Chicago, Illinois 60606

REPORTING OFFICER (signature/initials)

Chief Electrical Engineer

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—Seminautomatic
- TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
<sup>1</sup> BLOCK SYSTEMS <input type="checkbox"/> AB <input checked="" type="checkbox"/> APB <input type="checkbox"/> TC	6/4/01	2006	Line Circuit	Michigan City, Indiana
<sup>2</sup> INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
<sup>3</sup> AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<sup>4</sup> OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Foreign signal governing entrance to NICTD main line was vandalized causing false feed of line circuit controlling NICTD dwarf signal 317. False feed was removed and signal tested okay. Foreign line is now locked out of service. NICTD is developing plans for new NICTD-maintained dwarf signal governing entrance to mainline from foreign railroad.

(If more space is required, continue on reverse)