

OMB No.
2130-0006

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

June 2001

DATE

June 22, 2001

REPORTING CARRIER (railroad & region or division)

NIRC/Metra
547 W. Jackson Blvd.
Chicago, IL 60661

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

NAH 713

REPORTING OFFICER (signature/title)

Director, Safety & Rules

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-Parasitic
- PL-Position light
- SA-Semi-automatic
- TC-Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	6/19/01	EJ & E #666	Tested/No Defects (see attached)	Spaulding Interlocking Mile Post 32.6 Chicago, Illinois
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

Westbound EJ & E Locomotive #666 reported a clear signal at Spaulding, signal 10L. Train proceeded past signal for head-room to shove back into Spaulding Yard. Operators claim that no signal was displayed for that move. Signals at Spaulding Plant were put to STOP until Plant could be inspected. The following tests were performed: 236.102, 236.107, 236.109, 236.378, 236.379, 236.380. Test results were recorded and Plant was found to be working as intended. (results attached) Plant was placed back in service at 12:01 A.M. with no restrictions.

Report Filed to Region
No Original