

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
01/03

DATE 1/20/2003

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: S&TC Specialist
Federal Railroad Administration
200 W. Adams St. Rm 310
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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	1/14/2003		113N Trk Relay	Broadview, IL
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <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.

A westbound train, WC 349 on Main track #2 reported Signal 11.3W Clear and Signal 13.3W Restricted. Upon investigation, the 11.3W Westbound Approach Signal Displayed Clear when it should have displayed Approach. The transmitt battery wire was transposed on the 113 Normal Track Relay which was energized when it should have been de-energized, and the 113 Reverse Track was de-energized when it should have been energized. Prior to the incident a constuction gang was replacing track wires at Des Plaines Ave on the Freeport Subdivison near Broadview, IL. After replacing the track wires, the crossing was tested, however the foreman failed to test the Way-Side Signal System, which consisted of Back to Back BH relays and line circuits.