

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

April 1995

DATE

April 10, 1995

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 division)

Chicago & North Western  
Railway Company  
West Iowa Subdivision

MAIL TO

Director of Railroad Safety  
Region 04  
Federal Railroad Administration  
111 N. Canal St.  
Chicago, IL 60606

REPORTING OFFICER (signature/title)

T.J. Crubaugh  
Chief Engr.-Comm. & Signal

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)
<sup>1</sup> BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
<sup>2</sup> INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL				
<sup>3</sup> AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input checked="" type="checkbox"/> ATC <input type="checkbox"/> ACS	4/6/95	BOMVY	Sig. 210 Insulated Joints	Ogden, IA
<sup>4</sup> OTHER (specify)				

**NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN**

On 4/6/95 "BOMVY" working at Ogden, IA. entered the eastbound main (Trk 2) and observed the eastbound approach signal to the Boone bridge (#210) to be red with his cab signal showing clear. Investigating revealed both insulated joints at Sig. 210 had failed due to metal flow over the top. Normal reverse polarity design on the feed wires caused the signal to go to red as intended however the 100 cycle train control fed past the insulated joints from the block ahead. Remedied by replacing one insulated joint and slotting the other.

cc: D.E. Waller, J.H. Koch, T.J. Crubaugh

(If more space is required, continue on reverse)