

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

NOV. 2 1995

DATE

NOV. 9 1995

FALSE PROCEED SIGNAL REPORT

A REPORT TO THE FEDERAL RAILROAD ADMINISTRATION AND A COPY TO THE REPORTING CARRIER ARE REQUIRED FOR THIS REPORT. FAILURE TO REPORT THIS TYPE OF FAILURE WILL BE CONSIDERED A VIOLATION OF THE FEDERAL RAILROAD SAFETY ACT.

IS FORM 480-1 (REV. 10-1989) PREPARED BY THE DEPARTMENT OF TRANSPORTATION, FEDERAL RAILROAD ADMINISTRATION, OFFICE OF SAFETY, WASHINGTON, D.C. 20590

REPORTING CARRIER (railroad or region or division)

ELGIN JOLIET & EASTERN RY  
WESTERN SUBDIVISION

REPORTING OFFICER (signature/title)

GENERAL SUPERVISOR  
SIGNAL COMM. & ELECT. ENG.

REGIONAL DIRECTOR OF RAILROAD SAFETY  
FEDERAL RAILROAD ADMINISTRATION  
111 NORTH CANAL STREET  
CHICAGO, ILLINOIS 60606

The following abbreviations may be used in the report.

should not be counted more than one time in items 1, 2, 3, and 4; the failure should be under the basic system or appliance of which it forms an essential part. E.g.: assume cause a block signal to indicate a false proceed causing corresponding indications of a cab system on each train approaching this point, such failure should be included in item 1, item.

proceed failure is a failure of a system device or appliance to indicate or function as which results in less restriction than intended.

- 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
- MP-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)
BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
BLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL	11/2		TRACK RELAY	VERNON HILLS, ILLINOIS
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				

DESCRIPTION AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On subject interlocking, a track circuit BNWLP, in the fouling section is so arranged that when the Electric lock installed on the switch allowing movements from the siding onto the main and into interlocking limits is unlocked or opened 1/4" from full normal, the track circuit is de-energized. Once de-energized, it de-energizes a relay that is used as the OS track. All signals on all routes are effectively slotted off with the OS relay down.

Shunt fouling wires were inadvertently installed from the main to the fouling section. When the electric locks were unlocked or opened 1/4" from full normal, the track relay BNWLP remained energized through the OS track battery, not effectively slotting off all signals.

Shunt fouling wires were removed correcting the failure.