

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

OCTOBER 1997

DATE

October 14, 1997

REPORTING CARRIER (railroad & region or division)

I & M Rail Link  
1910 East Kimberly Road  
Davenport, IA 52807

REPORTING OFFICER (signature/title)

Assistant Chief Engineer

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

Federal Railroad Administration  
1100 Main Street  
Suite 1130  
Kansas City, MO 64105

97 OCT 17 A8:45

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)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	10/5/97	IMRL 218	None	Deer Creek, Iowa
2 INTERLOCKING <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

On October 5, 1997, Engineer on train 98K 04 reported that he observed the Eastward Absolute Signal at East Deer Creek as displaying a yellow aspect. The proper aspect for the Eastward Absolute Signal at East Deer Creek at this time was Red. This signal had not been lined by the Dispatcher.

Signal Department personnel were immediately called to investigate this incident. Personnel performed operating tests and were unable to duplicate this incident. Personnel viewed the log report and replayed the events as they occurred from the CTC Computer System which indicated the Eastward Absolute Signal at East Deer Creek was never lined for train 98K 04.

The only exception found by Signal Department personnel was the hood was not secured on the lower light unit. This condition is still under investigation to determine if the reflection from the sun could have

(If more space is required, continue on reverse)

(over)