

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

October 1998

DATE

November 12, 1998

REPORTING CARRIER (railroad & region or division)

Northeast Illinois Railroad Corporation
Safety & Rules Department
1501 S. Canal Street
Chicago, IL 60607

REPORTING OFFICER (signature/title)

Director, Safety & Rules

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
Office of Safety
400 7th Street, SW
Washington, DC 20590

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
- ACE - 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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> MANUAL	10/30/98		38RAHDR	Tower A-2 - Chicago, IL
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

Train took signal 38R after past insulated joints in plant signal stayed yellow. Mtr. took track 2 out of service and started to trouble shoot. Found relay 38RAHDR not dropping with no battery on it. Replace relay, tested system and put back in service.

Time out: 11:30 AM

Back in Service: 2:30 PM

(If more space is required, continue on reverse)

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