

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
10/1/1999

DATE 10/22/1999

REPORTING CARRIER (railroad & region or division)

Chicago Central and Pacific
Railroad

REPORTING OFFICER (signature & title)

Engineer Signals

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 the form will be furnished upon request of the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

MAIL TO:

US Department of
Transportation
Attention: Darrel Tisor
Federal Railroad Administration
City Center Suite 1130
1100 Main St.
Kansas City, Mo. 64105

99 NOV -1 4 9:02

KANSAS CITY

A failure should not be counted more than on 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
AB=Automatic block
ACS=Automatic cab signal
APB=Automatic permissive block
ATC=Automatic train stop
CL=Color light
CPL=Color position light
E=Electric
EM=Eelectromechanical
EP=Electropneumatic
FP=False proceed
MB=Manual block
M=Mechanical
P=Pneumatic
PL=Position light
TC=Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city & state)
1 BLOCK SYSTEM <input type="checkbox"/> AS <input checked="" type="checkbox"/> APB <input type="checkbox"/> TC	10/22/1999 9		fp	Sioux city Iowa
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.
7:45 hours on Oct. 22.

Yard employee reported westward signal at M.P. 507.4 was clear with a cut of cars observed 20 car lengths west of signal.

Failure was caused by a metal crossarm brace that had fell across the WBH and Com line wires energizing the WBH relay causing the westward signal to display a clear indication.

Corrective action- The crossarm brace was removed from the pole line wires.

3