

FP2000-5-6

OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
2/1/2000

DATE 3/10/2000

REPORTING CARRIER (railroad & region or division)

CANADIEN NATIONAL/ILLINOIS CENTRAL  
RAILROAD

REPORTING OFFICER (signature & title)

Senior Signal Officer

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:**

Director of Railroad Safety  
Attention: T. Maske  
Federal Railroad Administration  
111 North Canal Street Suite 655  
Chicago, Illinois 60606

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 to 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	EM=Electromechanical
AB=Automatic block	EP=Electropneumatic
ACS=Automatic cab signal	FP=False proceed
APB=Automatic permissive block	MB=Manual block
ATC=Automatic train stop	M=Mechanical
CL=Color light	P=Pneumatic
CPL=Color position light	PL=Position light
E=Electric	TC=Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city & state)
1 BLOCK SYSTEM <input checked="" type="checkbox"/> AS <input type="checkbox"/> APB <input type="checkbox"/> TC	2/26/2000		Signal 366.7	near Baton Rouge, La.
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.**

The report of an alleged false proceed signal at Mile 366.7 was left on the Voicemail system of the Signal Supervisor, by a trainmaster, at 02:43hrs(26.FEB.00). The Acting Signal Supervisor checked the voice mail at 17:20hrs. (26.FEB.00). This voice mail stated that with a train south of signal 366.7, said signal was flashing from red to yellow.

The appropriate signals were removed from service

On site inspection and testing, formally commencing at 00:30hrs (27.FEB.00), could reproduce the condition as reported.

A defective Track Code Isolation Unit allowed a capacitor to supply voltage to, and cause the momentary pickup of the 3667 HR, hence displaying the yellow aspect with the track occupied.

The Isolation Unit was replaced. The signal system was tested and found to be operating properly.

The signal system was restored to service at 02:30hrs (27.FEB.00).

As part of an on-going upgrade of the Signal system on the Baton Rouge District, the Trackcode, in this area is scheduled to be replaced with Electro-code, the week of 06.MAR.00.

