

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
June, 00

DATE 6/7/2000

REPORTING CARRIER (railroad & region or division)

CANADIAN NATIONAL
ILLINOIS CENTRAL
RAILROAD
Midwest Division

REPORTING OFFICER (signature & title)

Manager -Signal Design U.S. Operations

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:

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 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 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=Electromechanical
- 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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	6/6/2000	IC 1026	85 Signal	Cicero (Hawthorne) IL
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.

At approximately 1100 Hours on June 6, 2000, westbound train CHWL-06 reported that Signal 85 displayed a yellow aspect with the hand-throw switch lined reverse, within the block at Mile 8.8.

Signal 85 was removed from service by the Signal Supervisor. Upon arrival at the location, the investigation found that the location had not been vandalized or damaged and that the incident was reproducible.

On June 2, 2000 the hand-throw switch at Mile 8.8 had been placed in service. The crossover track circuits 1AXT and 2AXT had been inadvertently omitted from block repeater circuit 85BP, which allowed signal 85 to display an aspect less restrictive than intended when the crossover switch was lined reverse. The omission was not discovered during the in-service testing.

Corrections to the 85BP circuit were made to include the 1AXT and 2AXT in the block repeater circuit 85BP. The circuits were then tested to determine that they were operating as intended.

Signal 85 was returned to service at 1800 Hours