

FAXed on 7/10/00

Alleged Only
FPOO-6-4

OMB No. 04-R-0028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
Alleged
FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

June 2000

DATE

July 10, 2000

REPORTING CARRIER (railroad & region or division)

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

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

REPORTING OFFICER (signature/title)

Chief Engineer

00 JUL 20 11:27

KANSAS

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	6/26/00	IMRI 105	none	Ipsco, 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 June 26, 2000 at approximately 23:06 hours, crew on Train L82726 reported observing Eastward absolute signal 1E at Ipsco displaying a clear aspect when lined into the pocket track with cars setout in the pocket track. The proper aspect for Signal 1E at Ipsco at this time was lunar.

Signal Department personnel were immediately notified and arrived on the scene to promptly investigate this incident. Personnel duplicated the conditions as reported by lining signals and shunting tracks which resulted in Signal 1E displaying a lunar aspect as intended. Personnel then reviewed the VHLC data log which verified that Signal 1E displayed a lunar aspect for Train L82726 which was the proper aspect. Signal Department personnel were unable to duplicate a clear aspect as reported. Subsequent to tests, signal system was returned to service.

(If more space is required, continue on reverse)