

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

November 2000

DATE

November 13, 2000

REPORTING CARRIER (railroad & region or division)

The Belt Railway Company
of Chicago

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 application to the Department of Transportation, Federal Railroad Administration, Bureau of Railroad Safety, Washington, D.C. 20590

MAIL TO

Department of Transportation
Federal Railroad Administration
Bureau of Railroad Safety, RS-23
Washington, D.C. 20590

REPORTING OFFICER (signature/title)

Assistant Supervisor
of Signal

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-Electromechanic
- 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 checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	11/13/00		2R	Lemoine Interlocking
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

Engine reported 2R signal with a red overlunar. Engine backed up one eng. in length in front of signal 2R, signal 2R had a red over dark signal when the engine turned on its headlight on full bottom dark head seemed to display a near lunar color, (phantom color). Engineer thought that signal 2R displayed a red overlunar. Because of where signal was positioned, South of ship canal bridge which was obstructing view of signal until train was closer to signal. Signal was also located as close to the track as possible to give most range of site possible. Actions taken: Have relocated to approximately 100 feet North of ship canal bridge and installed twelve foot from center of track allowing maximum visibility.

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