OMB No. 04-R-4028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
May, 02

DATE 05/17/02

REPORTING CARRIER (railroad & region or division)

CANADIAN NATIONAL
ILLINOIS CENTRAL
RAILROAD
GULF DIVISION

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

REPORTING OFFICER (signature & title)

Senior Officer Standards & Safety Assurance

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	EM=Ekectromechanical
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 ☐ AB ☐ APB ☒ TC	5/14/2002	IC1116	SB signal Trk1 Skip	St. Charles, LA (Kenner
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE, CORRECTIVE ACTION TAKEN.
Signal Supervisor was notified at 20:15. M320 train reported a false proceed at Skip. The approach signal to Skip was approach diverging and went to approach then back to approach diverging. The signal aspect at Skip was red over flashing red, then to a diverging clear, and back to red over flashing red. Crew M320 knew that TL James crossover was red lined against his movement, due to an empty grain train going through to track 2.
The Supervisor and Inspectors arrived at Martin Jct. and the signal was red over red over red. They checked for grounds on the battery busses and found a 12mA negative ground on the B12 buss with AC power on, with the AC power off it read 500 mA. They lined the switch on track one for the TL James crossover red. The code 2 was lost going to Skip on the EC 4H unit, sending only a code 1 and 5, but every few seconds the code 4 would light up and stay on about 6 seconds then drop back out.
The ground was on 5RC and 5RA signal head. Anytime the 5RALOR relay was down it would not produce a code 4. If the 5RALOR was up with the 5RCEN or 5RCRE off it would not produce a code 4. With the switch lined you dropped out the ANWPR which dropped the 1NBPR that took the path away from your reference to code 4 with the relay down. The negative 12mA ground was making the unit think it needed to send a code 4 out, which was why the diverging clear was falsely produced at Skip. It should have been a restricting signal, Red over flashing red because TL James crossover was lined red. The cable to the 5R signal was megged. They found 5RAEN and 5RCEN grounded. The signal heads were removed and the wires were repaired. The meggared and tested the signal system, and it was placed back in service at 14:30, 5/15/02.