

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
Mar 04

DATE 4/1/04

REPORTING CARRIER (railroad & region or division)

CANADIAN NATIONAL  
ILLINOIS CENTRAL  
RAILROAD  
CENTRAL DIVISION

REPORTING OFFICER (signature & title)

Senior Manager S&C - US Region

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: S&TC Specialist  
Federal Railroad Administration  
200 W. Adams St. Rm 310  
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=Eektromechanical  
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 type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	3/27/04	Unk	N/A	Crenshaw, MS
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 1730 crew of southbound train G8869125 reported an alleged false proceed at Signal 44.1 on the Yazoo Subdivision. This Signal is the approach signal for southward movement to North Crenshaw control point located at MP 46.8. This is ATC territory, authorized speed 79 mph for passenger, 60 mph for freight trains. Train crew advised they had received a Green over Red (Clear) indication for their movement and observed a Red over Yellow (Diverging Approach) at the North Crenshaw absolute signal, MP 46.8, for southward movement to the siding track. Upon arrival at the location, the Signal Inspector, Signal Supervisor and Manager S&C observed Signal 44.1 to be displaying a Yellow over Red indication. The dispatcher was contacted, who advised the southbound absolute Signal 46.8 was at stop. Through coordination with the dispatcher, the investigative team operated the control point through all possible scenarios. In all cases, proper indications and code inputs were observed. All circuits at the location were then tested for grounds with an external battery source and were found to be free of grounds. Electrologic unit at the control point was then downloaded. This download indicated that as train G8869125 passed Signal 44.1 with the switch at North Crenshaw in the reverse position, Signal 44.1 was displaying a Yellow over Green (Approach Diverging) indication with absolute Signal 46.8 displaying a Red over Yellow.

The investigation revealed no facts which would substantiate that the signal system was not operating as intended at the time of the alleged incident.