

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

October

DATE

November 13, 1995

REPORTING CARRIER (railroad & region or division)

CP Rail System
Soo Line Railroad
Terre Haute Sub.

REPORTING OFFICER (signature/title)

Mgr S&C Maintenance

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

Mr. T. F. Maske
Signal and Train Control Specialist
Federal Railroad Administration
165 No. Canal Street - Suite 1400 So.
Chicago, IL 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 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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL	10/11/95	See Below	4RC + 4L Signals	Dewey, Indiana
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 1400 hrs on October 11, 1995 CP Rail System Maintenance of Way employees were raising the crossing at N. 25th Street, CSX Dewey Diamond, in Dewey Indiana. The gang was working under Form B authority obtained by the foreman. Because of the intermittent shunting of the equipment, the Signal Maintainer held up the 2 LT Relay. CSX trains were operating over the Diamond, on signal indication with the 2 LT relay held up.

It has been explained to the Maintainer that this is not an acceptable practice. Disciplinary action will be taken.

(If more space is required, continue on reverse)