

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No.
2130-0006

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

JUNE/2002

DATE

06/26/2002

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 CARRIER (railroad & region or division)

CANADIAN
PACIFIC
RAILWAY

MAIL TO

FRA
JERRY A. STOUT
300 W. ADAMS
SUITE 310
CHICAGO, IL 60606

REPORTING OFFICER (signature/title)

Signal Supervisor

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	EM—Electromechanical
AS—Automatic block	EP—Electropneumatic
ACS—Automatic cab signal	FP—False proceed
APB—Absolute permissive block	MB—Manual block
ATC—Automatic train control	M—Mechanical
ATS—Automatic train stop	P—Pneumatic
CL—Color light	PL—Position light
CPL—Color position light	SA—Semiautomatic
E—Electric	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	6/17/02	CSXT 7911	CL	PORTAGE, WI
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

AFTER CHANGING THE OUTER CLEAR PLASTIC LENS TO A GLASS OUTER CLEAR LENS, THE SIGNAL MAINTAINER FAILED TO SECURE THE LUNAR CL HEAD. TRAIN 614 (CSXT 7911) WAS ON THE SIDING AT PORTAGE JCT. THE TRAIN WAS ABOUT 10 CARS WEST OF 3EA SIGNAL WHEN THEY OBSERVED THEY THOUGHT TO BE DIVERGING, CLEAR ASPECT. TRAIN 614 PASSED THE SIGNAL AND STOPPED SHORT OF A POWER SW LINED AGAINST THEM.

WE ARE REVIEWING FRA RULE 230.3 CLOSING OF SIGNAL APPARATUS HOUSINGS WITH ALL CONCERNED.