

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
Jul-02

DATE 7/9/2002

REPORTING CARRIER (railroad & region or division)

Canadian National Railway Midwest Division

REPORTING OFFICER (signature & title)

Officer Stds. & S.A.

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:

Regional Administrator
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 to 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=Electromechanical
- 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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	7/6/02	CN2528	CLS-20	Greendale, IL
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.

A southbound train, CN2528 was holding in siding at South Greendale, a spring switch Electro-code style end-of-siding. As a Northbound train approached South Greendale, the train crew on CN 2528 observed the signal on the southbound trailing main, which should have been displaying Red was displaying a Yellow. The Signal Supervisor was notified and South Greendale was removed from service. While investigating the southbound absolute signal on the trailing main track, it was discovered that mice had been in the signal mast. They had eaten away the insulation on the pullman light wires and the red light wire had deteriorated and the yellow light wire shorted to the remains of the red causing the yellow to illuminate instead of the red. The pullman wire was replaced, the signal mast was re-sealed to keep the mice out, and the signal location was tested and placed back in service.

FORM FRA F 6180-14 (6-72) (Modified CNIC 6/00)
FRA Reports.3/False Proceed Report.2

KANSAS CITY REGION
 02 JUL 29 P12:46
 FEDERAL RAILROAD
 ADMINISTRATION