

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
Dec-04

DATE 12/21/2003

REPORTING CARRIER (railroad & region or division)

Canadian National Railway Midwest division -
Wisconsin zone

REPORTING OFFICER (signature & title)

Manager of signal installatios

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 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=Electromechanical
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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	12/21/03	WC5707	Sig 544 s. trk circ	State line South CP
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 approx. 16:18 on 12-21-03 SB Engine WC7507 reported a R/G aspect at State line S. MP into a R/d aspect at approach signal at Grim Rd. MP54.4. At Approx. 17:10 CN2554 reported the same.

Plant was taken out of service, Signalmen tried to reproduce defective aspect. Unable to simulate the defective signal in the field. Tested for grounds, none found.

Recorder at S. state line shows track circuit bobbling to the south. New turnout being installed at MP53.0 earlier this day was adversely affecting the circuit at that time.

4 rail bonds were found off in the circuit at the new turnout location.

Bonds were replaced.

At the same time an indication problem was occurring between the Dispatchers office and the field at State line south. Indications were lost or delayed, Once the ATCS radio was re-set in the field indications began to function normally.

Temp was 45deg and sunny with no snow on the ground.

This report is being submitted by the request of

FEDERAL RAILROAD ADMINISTRATION
 CHICAGO, ILLINOIS
 JAN 26 PM 3:42