

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
Mar-04

DATE 3/10/2004

REPORTING CARRIER (railroad & region or division)

CANADIAN NATIONAL
RAILWAY
CENTRAL DIVISION
Wisconsin Zone

REPORTING OFFICER (signature & title)

Senior Manager S&TC - 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=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 type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> MANUAL	3/3/04	WC3012	Interface Circuit w/METRA	Forest Park, IL
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.

On March 3, 2004 at approximately 1515 hours, L50191-03, Northbound on single track out of Forest Park (Junction 11) off #2 Main Track reported a Clear signal at the Approach (CM013.9), then a Red signal at B-12 while E24961-02 was coming off the IHB connection and occupying B-12.

Upon arrival of Signal Supervisor, Testman and Maintainer, download of Electrocode 4H was obtained and confirmed indications as reported. Check for grounds proved negative. False proceed was reproduced under reported conditions. Circuit plans were reviewed and a defect was found in the Code 4 reference in the Electrocode 4H. This defect allowed Code 4 to be added to Code 2 already present when the IHB is lined for the WC Main through a contact of the 10LDPPR, sending a Code 7 to the Approach signal. To correct this situation, a front contact of the 10LAHPPR was added to the W-C4 reference.

After changes were made to the wiring, all signals involved were tested for proper operation and the Approach signal was returned to service