

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

March 1995

DATE

March 23, 1995

REPORTING CARRIER (railroad & region or division)

CP Rail Systems
Heartland Division
Owatonna Spur
Austin Sub

REPORTING OFFICER (signature/title)

Manager S&C Mtce

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

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P. E. Comstock
Federal Railroad Administration
Federal Drive, Room G 56B
Fort Snelling, MN 55111-4007

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 the 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 checked="" type="checkbox"/> TC	FEB 17	8654	RTR	SIGNAL 139.2
2 INTERLOCKING <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

On February 17, 1995 at approximately 1630 CNW South Bound train NO. 8654 was located at South end of siding Farmington and reported Signal 28R at the Farmington holding signals had cleared from red to yellow to green for about 15 seconds and returned to red while CNW southbound train 8018 was in 2nd block ahead.

Upon investigation, it was determined when CNW train 8018 had passed Signal 139-2, the directional stick relay had picked to allow a clearing code to generate to the rear causing Signal 28R to display an approach aspect and immediately after passing Signal 139-2, the train lost shunt allowing a clearing code to be generated back to Signal 28R causing Signal 28R to display a Clear aspect for about 15 seconds. Possible cause found to be RT track circuit was not adjusted properly causing track circuit to pick up momentarily under the train.

Corrective Action: All track circuits between Rosemount and Comus will be inspected for adjustment and assure shunting with .06 Ohm shunt.

(If more space is required, continue on reverse)