

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE  
2/27/2000

All railroads subject to Regulation of the Federal Railroad Administration shall submit a false proceed signal report. Original copy, to the Federal Railroad Administration within five days after a false proceed occurs. If the false proceed occurs during an unusual month, a report known as "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 OFFICE (Name and Title)  
Canadian National Railroad

MAIL TO  
Tom Matke  
Signal & Train Control Specialist  
111 N. Canal St., Suite 655  
Chicago, IL 60606

REPORTING OFFICER (Signature/Title)  
Supervisor of Signals

A failure should not be considered more than one year in items 1, 2, 3, and 4. The failure should be classified under the signal system or equipment of which it forms an essential part. E.g. - a block signal to indicate a false proceed causing corresponding indication of a one signal system on each train approaching this point. such failures should be included in item 1. Word Systems.  
A false proceed failure is a failure of a system, device or appliance to indicate or function as intended unless repair is less restriction than intended.

The following abbreviations may be used in the report.  
AS - Automatic  
AB - Automatic block  
ACS - automatic color signal  
APB - Absolute permissive block  
ATC - Automatic train control  
ATB - Automatic train stop  
CL - Color light  
CPL - Color position light  
S - Signal  
DS - Display board  
EP - Electric power  
FP - False proceed  
MS - Manual block  
M - Manual  
PL - Position light  
SL - Semi-automatic  
TC - Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AS <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	2/9/2000		Signal Wires	Wellsboro Ind.
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATB <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (describe)				

NATURE AND CAUSE OF FAILURE, CORRECTIVE ACTION TAKEN

At 05:30 on 2/9/00 a CN train approaching the interlocking at Wellsboro Indiana, South Bend Subdivision MP71.1 reported that westward home signal WB2w had a clear aspect when the crew knew that the signal should have been a approach. The investigation of the signal system found that the root cause of the false proceed was intermittent foreign voltage on the "H" control wire. The foreign voltage was traced back to MP70.9 where a obsolete wire had broken and wrapped itself around the control wires "H" and "D" causing a short on the line. The wrapped wire was removed and all circuit tested. Remedial action, all control wires will be inspected monthly.

Note 1: Locomotive number unknown, train crew notified FRA.