

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

DATE 8/8/2000

REPORTING CARRIER (railroad & region or division)

CANADIAN NATIONAL
RAILWAY
SOUTHBEND SUBDIVISION

REPORTING OFFICER (signature & title)

Senior Officer Standards & Safety Assurance

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: T. Maske
Federal Railroad Administration
111 North Canal Street Suite 655
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= Eelectromechanical
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	8/7/2000	CN2540	Signal 1063	Mishawaka, IN
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 tree had fallen on the pole line near Fir Rd. at milepost 105.8 on the Southbend Subdivision. The "H" wire and "D" wire crossed causing the signal to be falsely cleared. This was reported by CN 2540, at 0130 on August 7, 2000. The tree was removed, the line wire was repaired, and signal was tested and back in service on August 7, 2000 at 0600.