

Department of Transportation
Federal Railroad Administration
FALSE PROCEED SIGNAL REPORT

Report For (Month/Year)
SEPT. 2001

Date
SEPT. 11, 2001

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

Reporting Carrier (railroad & region or division)
Canadian Pacific Railway - St. Paul Service Area - Paynesville Sub

Mail to
**Federal Railroad
Administration
Regional Administrator
111 North Canal Street
Suite 655
Chicago, IL 60606**

Reporting Officer (signature / title)
V. M. G. S. C. S. G. S. G. S.

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 casing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1, Block Systems.

The Following abbreviations may be used in the report.

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.

- 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	9/6/01	CP6055E	45LSIG	BUFFALO, MN
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
ON 9/6/01 AT 1933 HRS. TRAIN CP6055 EAST WITH CONDUCTOR AND ENGINEER WAS MOVING THRU BUFFALO EAST CONTROL POINT, CONDUCTOR LOOKED BACK AT THE WESTBOUND ABSOLUTE SIGNAL AND OBSERVED SIGNAL 45L DISPLAYING A RED OVER YELLOW ASPECT. THIS SIGNAL SHOULD HAVE BEEN RED. THROUGH INVESTIGATION BY SIGNAL SUPV AND SIGNAL MTR, IT WAS FOUND TO HAVE THE YELLOW LIGHT WIRE PINCHED UNDER THE NUTS AND WASHERS OF THE RED LIGHT WIRE IN THE JCT BOX OF THE COLOR LIGHT HEAD. THE YELLOW WIRE WAS REPLACED AND THE BALANCE OF THE OTHER WIRES WERE INSPECTED IN ALL THE SIGNALS AT THIS CONTROL POINT.
SIGNAL 45L IS A 4 POSITION COLORLIGHT SIGNAL.

CORRECTIVE ACTION; MTR'S TO INSPECT ALL STACKABLE COLORLIGHT HEADS TO ASSURE PROPER SPACING AND PLACEMENT OF WIRES . REVIEW INCIDENT WITH ALL SUPRV. AND WITH CONSTRUCTION CREWS REVIEW THE PROPER PROCEDURES AND PRACTICES WHEN DOING WIRING IN CLOSE CONFINED AREAS'S

01 SEP 27 PM 1:11
 FEDERAL RAILROAD ADMINISTRATION
 CHICAGO, ILLINOIS