

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
Dec-02

DATE 12/17/2001

REPORTING CARRIER (railroad & region or division)

Canadian National Railway Midwest Division

REPORTING OFFICER (signature & title)

Snr. Officer Stds. & S.A.

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:

Regional Administrator
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=Eectromechanical
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 checked="" type="checkbox"/> TC	12/17/01	CN 5780	Approach Signal	Flint, MI
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.

t 02:00 on 12/17/01 Eastbound train with leading engine CN 5780 had an approach medium aspect at signal 2676 on the Flint subdivision, this aspect was less restrictive than approach aspect the engine crew should of received. When investigating the cause of the discrepancy, it was found that two line wires had come in contact with each other at MP 269.27 (Pins 4 and 5). This failure caused voltage to be present on the "B" mech. control coil.

Corrective action was taken by seperating the line wires, and making repairs to pin 5.

FORM FRA F 6180-14 (6-72) (Modified CNIC 6/00)
FRA Reports.3/False Proceed Report.2

FP-01-04 -17