

Department of Transportation
Federal Railroad Administration
FALSE PROCEED SIGNAL REPORT

Report For (Month/Year)
July, 2002

Date
July 9, 2002

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 - Chicago Service Area

Mail to
**Federal Railroad Administration
Regional Administrator**
~~111 North Canal Street~~ **200 WEST ADAMS ST.**
~~Suite 655~~
Chicago, IL 60606

Reporting Officer (signature / title)

MANAGER S&C SERVICES

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 -Automatic	EM - Electromechanical
AB -Automatic Block	EP - Electropneumatic
ACS -Automatic Cab Signal	FP - False Proceed
APB -Absolute permissive	MB -Manual proceed
ATC -Block	M - Mechanical
CL -Control	P - Pneumatic
CPL - Automatic train stop	PL - Position light
E - Color light	TC- Traffic Control

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.

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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input checked="" type="checkbox"/> REMOTE <input checked="" type="checkbox"/> MANUAL	7/02/02	730 TRANSFER	SIG 5EA/5EB	MILWAUKEE, WI
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (SPECIFY)				

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Nature and cause of failure corrective action taken

Switch engine (730 Transfer) with Engineer, and Conductor sitting on #3 track at Merrill Park just west of the EB absolute signal(5EB) governing movement into Cutoff Interlocking. The crew requested the signal(5EB) to proceed east from Merrill Park #3 track with the hand throw switch lined for their route into Cutoff Interlocking. The signal (5EA)governing movement from Merrill Park #2 track into Cutoff interlocking cleared which is not correct. When the hand throw switch is lined reverse, the signal(5EA) governing movement from Merrill Park #2 should clear when requested. When the hand throw switch is lined normal, the signal(5EB) governing movement off Merrill Park #3 should clear when requested.

It was found that the switch circuit controller on the hand throw switch for Merrill Park #2 and #3 tracks was adjusted incorrectly causing the wrong signal to clear.

A formal investigation is scheduled to determine facts and place responsibility for this incident.