

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)  
Aug-02

DATE 8/29/2002

REPORTING CARRIER (railroad & region or division)

Canadian National Railway Wisconsin Central division

REPORTING OFFICER (signature & title)

Manager of Signal installations

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                    | EM=Electromechanical |
| AB=Automatic block             | EP=Electropneumatic  |
| ACS=Automatic cab signal       | FP=False proceed     |
| APB=Automatic permissive block | MB=Manual block      |
| ATC=Automatic train stop       | M=Mechanical         |
| CL=Color light                 | P=Pneumatic          |
| CPL=Color position light       | PL=Position light    |
| E=Electric                     | TC=Traffic control   |

| TYPE OF SYSTEM  | DATE    | LOCOMOTIVE NUMBER | DEVICE THAT FAILED | LOCATION (city & state) |
|---|---------|-------------------|--------------------|-------------------------|
| 1 BLOCK SYSTEM<br><input type="checkbox"/> AB <input checked="" type="checkbox"/> APB <input type="checkbox"/> TC     | 8/24/02 | rail grinder      | Signal 2EA         | Round lake beach, ILL   |
| 2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC<br><input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL |         |                   |                    |                         |
| 3 AUTOMATIC SYSTEMS<br><input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS         |         |                   |                    |                         |
| 4 OTHER (specify)   |         |                   |                    |                         |

**NATURE AND CAUSE OF FAILURE, CORRECTIVE ACTION TAKEN.**

On Sat Aug 24, 2002 at Round Lake Beach ,ILL at 1845 a False Proceed signal was observed by the crew on the Railgrinder.

The Rail Grinder on the #2 Main and had a clear signal SB for the #2 Main. (Signal 2EB lined to converge)

The switch was lined reverse for a move from #2 Main to Main track.

The rail grinder observed that the SB Signal on #1 Main (Signal 2EA) appeared to be a flashing Red aspect.

Upon arrival, signal maintainer observed erratic flickering of RED to DARK on signal 2EA .

After investigation supervisor found the plug strip behind lamp module was pushed back and loose from its anchor point. Module plug was secured and module was reseated tightly.

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