

Department of Transportation
Federal Railroad Administration
FALSE PROCEED SIGNAL REPORT

Report For (Month/Year)
SEPTEMBER, 2002

Date
SEPTEMBER 6, 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 – ST PAUL SERVICE AREA

Mail to
**Federal Railroad Administration
Regional Administrator
200 West Adams
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.

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|---------------------------------------|------------------------------|
| A- Automatic | EM- Electromechanical |
| AB- Automatic block | EP- Electropneumatic |
| ACS- Automatic cab signal | FP- False proceed |
| APB- Absolute permissive block | MB- Manual block |
| ATC- Automatic train control | M- Mechanical |
| ATS- Automatic train stop | P- Pneumatic |
| CL- Color light | PL- Position light |
| CPL- Color position light | SA- Semiautomatic |
| E- Electric | 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 checked="" type="checkbox"/> TC	9/6/02	SOO 2032 W	INSULATED JOINTS	BROOTEN, 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 :

About 1330 on September 6, 2002, Engineer _____ told the S&C Supervisor _____ at Glenwood that there may be a problem with the signal at MP 104.5 near the West House Track Switch at Brooten, MN. Engineer _____ stated they stopped with a westbound wayfreight on September 1, 2002 about 1600 east of Signal 104.5, cutoff their train with 3 engines and two cars then proceeded west to the west house track switch. They reversed the switch and backed into the house track far enough to set out the cars and thought the Signal 104.5 appeared to displayed a clear aspect with the house track switch lined reverse.

S&C Supervisor _____ proceeded to the site and simulated the train move. He found by simulation when the west house track switch was open, Signal 104.5 displayed a clear aspect. Further investigation revealed the house track switch was wired per plan breaking the track circuit through the switch circuit controller with the polarity the same on both sides of the insulated joints with TJC's around insulated joints for the warning devices on CSAH-18(Central Ave)and both insulated joints were shorted.

Method of train operation is freight with maximum speed of 60 MPH for expedited trains and all others 50 MPH in CTC territory on the Paynesville Sub.

Cause of failure was due to insulated joints shorted.

Corrective action taken: Temporarily Switch was taken out of service with a shunt circuit wired in the circuit controller until insulated joints were changed out. All switches were inspected following this incident and any switches found to have two insulated joints breaking the track circuit through the switch circuit controller are being redesigned to have track leads transposed at all of these locations.

(If more space is required, continue on reverse)

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