

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
Nov-02

DATE 11/20/2002

REPORTING CARRIER (railroad & region or division)

Canadian National Railway

REPORTING OFFICER (signature & title)

Signal Supervisor

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

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=Electromechanical
EP=Electropneumatic
FP=False proceed
MB=Manual block
M=Mechanical
P=Pneumatic
PL=Position light
TC=Traffic control

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.

| 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 | | | | |
| 2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL | 11/15/02 | CN5427 | Absolute Signal 10E | Port Huron, MI |
| 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.

Mouse had built a nest in the red unit of a colorlight signal and had eaten the insulation off of the wires supplying energy to the bulbs in the red and yellow lenses. The nest pushed these wires into contact with each other causing the bulb in the yellow lens to light. This produced a R/Y aspect even though the dispatcher did not request the signal.

The nest was removed, the wires replaced, signal mast sealed to prevent further intrusion. Signal cables were meggered and found to be above 500K ohms. Proper operation of the signal was confirmed with route and aspect testing to ensure that correct aspects were displayed and were upgraded as intended.

(see attached letter to Brian Eisel for further details)



CANADIAN NATIONAL RAILWAY
700 PERSHING STREET
PONTIAC, MI. 48340

M. A. RYON
MANAGER SIGNALS & COMMUNICATIONS

(248) 452-4860
FAX NO. (248) 452-4799

November 19, 2002

Mr. Brian Eisel
Railroad Safety Inspector
Signal & Train Control
U.S. Department of Transportation
Federal Railroad Administration
P.V. McNamara Federal Building
477 Michigan Avenue, Room 1765
Detroit, MI. 48226

Dear Mr. Eisel:

On Friday, November 15, 2002 at 0836 hours, CN train #380 received a proceed indication more favorable than intended at signal 10E, Tappan Interlocking, MP 332.20, Flint S/D. Train #380 was a northward train on the Mt. Clemens Subdivision. Its destination was into track #1 at Port Huron.

Train #380 approached signal 10E and accepted a signal that displayed a R/Y indication. The Troy dispatcher (TD3) had not issued a control to clear the signal for this movement.

The incident was reported to the Signal Department around 0930 hours. Replays of the event were made from both the Toronto and Troy RTC computer equipment. Signal Department personnel arrived at Tappan at 1200 hours.

Upon investigation by the Signal Department the signal displayed a R/dark. This is a colorlight signal. The signal foremen working on this investigation climbed the signal and removed the back cover and found that a mouse had recently built a nest in the red lens housing which obscured the visibility of the bulb shining through the red lens.

He then discovered that the mouse had eaten the insulation off of the light wires that provided battery power to the bulbs in the red and yellow lenses and that they were in such close proximity to each other that the slightest movement touched them together and both bulbs would light.

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Mr. Brian Eisel
Railroad Safety Inspector
Signal & Train Control
Page 2

Both of these wires showed abrasion in the areas where they could touch indicating that they had been making contact. These facts indicated that train #380 did receive an indication more favorable than intended.

No other trains passed this signal in this condition. Repairs were made by the signal inspector and foreman by 1600 hours. The signal was tested and placed back in service around 1800 hours. Further testing was conducted and concluded by 2000 hours. Testing that was performed insured that the proper aspects were displayed for all the routes that this signal governed, and that the correct signal upgrade was made as intended.

This activity was observed by FRA Inspector Brian Eisel from beginning to end.

Sincerely,

Manager Signals & Communications

Supervisor ~~S~~ignals

MAR/mec