

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
Mar-03

DATE March 6,

REPORTING CARRIER (railroad & region or division)

Canadian National Railway Midwest division -
Wisconsin zone

REPORTING OFFICER (signature & title)

Manager of signal installatios

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 <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	3/5/03	343	signal 2WA-CL	IKE north - Ray 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.

NB Train 343 was in the siding preparing to proceed NB on a clear signal indication. Temperature was -30F bright sunny. Signal maintainer was on site working on switch trouble due to frost on switch contacts. At aprox 11:11 train crew reported to signalman that they observed an approach aspect on the main line signal (2WA) at the same time they had a clear on signal 2WB.

Signal maintainer began tests and could not simulate or replicate. No defects were found.

Signal supervisor down loaded recorder. Data showed signal 2WA never lined at the time signal 2WB was up. Signal system was returned to service when all tests were complete.

Train crew later reported in written statemnt that the lense color of 2WA changed from amber to red when they were within 1-2 car lenth. Train crew also reports frost on the signal lenses.

Cause appears to be a phantom aspect due to angle of sun on signal lense with heavy frost. Frost was removed from signal.