

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No.
2130-0006

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

August 2003

DATE

25 August 2003

REPORTING CARRIER (railroad & region or division)

CANADIAN PACIFIC
RAILWAY
2712 Commerce St.
LA CROSSE, WI 54603

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

DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration
Office of Safety
WASHINGTON, D.C. 20590

REPORTING OFFICER (signature/title)

S&C Supervisor

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 causing corresponding indications 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
- AB—Automatic block
- ACS—Automatic cab signal
- APB—Absolute permissive block
- ATC—Automatic train control
- ATS—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
- SA—Semiautomatic
- TC—Traffic control

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 <input type="checkbox"/> AUTO-MATIC	8/21/03	CP 8526	Sig 1W	MP 385.9 Uppertion, Md.
2 INTERLOCKING <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

SEE ATTACHED SHEETS

AUG 28 11

(If more space is required, continue on reverse)

Tim Lyon

From: Tim Lyon
Sent: Monday, August 25, 2003 3:54 PM
To: Tim Lyon
Subject: RE: Signal 1W at Vermillion

On Thursday Night at about 2302 I was contacted by Operations Control Center that a train had reported a signal displayed a diverging clear and that the signal should have been a diverging approach.

I immediately had the local maintainer go to the site and test the signal. Maintainer arrived on site and had the Dispatcher request the same line-up as had been requested for the train. Signal displayed a diverging approach. Site was ground tested with no exceptions found. Signal head and junction box were inspected with no defects found.

On Friday morning I contacted the Technician in the Soo Line building for a copy of the logs from the CTC system for the timeframe involved in the incident. Those logs are attached to this message.

On Friday morning, after talking to the Technician, I then drove to the site and was met by the Signal Maintaner. We proceeded to retest the signal again. The line-up was duplicated from the previous evening when the incident occurred. We had the Dispatcher duplicate the entire move, including the stack request. The signal, when lined displayed a diverging approach.

We then meggered the cable from the house to the signal with no exceptions found. We also did another ground test with no exceptions noted. We also inspected the signal head and junction box with no exceptions noted.

Signal lamp voltages are as follows: With Signal 1W lined for Diverging Approach, voltages are:
Green 9.0 Red 8.2
Yellow 9.0 Yellow 8.6
Lunar 8.6
Red 9.0

With signal 1W lined through the crossover from Main track to Track #2 aspect was a diverging approach in all tests. Incoming codes from East Hastings during the test remained a Code 1 & 2 during the entire test.

Outgoing codes were a Code 1 & 3.

All codes are as prescribed by the print.

Control point to the West is East Hastings, all signals were displaying red aspects as no signals had been lined at this location as shown in the attached logs.

Train that reported this incident was Train # 297-20 (CP 8526)
Engineer
Conductor

Timothy L. Lyon
S&C Supervisor
LaCrosse, WI.