

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
09/2003

DATE 09/15/03

REPORTING CARRIER (railroad & region or division)

Canadian National Railway

REPORTING OFFICER (signature & title)

Gina M. Shannon 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

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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	091503	NS278	21L signal	Gilman, IL
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.

NS278 crew reported at approximately 1840 during sunset that 21L signal B head was yellow. NS crew was on the Gilman sub at 23L signal going to the Chicago sub. A southbound IC M34241 was also going across the interlocking on the main. The dispatcher questioned the crew if it was the sun but they said it wasn't. The dispatcher told the Maintainer that 21L signal was not called for.

The maintainer, supervisor, and inspector megged the signal cables and tested for grounds. The relays were also tested. The interlocker was placed in remote control to do a reenactment and test the signal. The approach to 23L signal was shunted and remained shunted during the duration of the tests, because this is where the NS train was located. 1R and 13R signals were lined and 18T was shunted north then south of the diamond, 21L signal remained red. We also shunted 21RT and lined 21L signal to verify the call on (B head yellow) and got the signal indication. 21L signal was cleared and shunted 18T, 21L signal went to Red. Gilman Interlocker Harmon logic controller was downloaded. We verified that 21L signal was not called for or true.

The next evening during sunset the supervisor and maintainer went and inspected the signal. The weather conditions were similar as the day before. It appeared to be lit. We climbed up the signal mast and opened up the door and verified the bulb was not lit. Within 30minutes it no longer appeared to look lit. A light diffuser was ordered for this signal to remedy the problem.