

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
Jan-04

DATE 1/15/2004

REPORTING CARRIER (railroad & region or division)

Canadian National Railway Midwest Division -
Wisconsin Zone

REPORTING OFFICER (signature & title)

Manager-S&C, US Region

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
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=Eelectromechanical
EP=Electropneumatic
FP=False proceed
MB=Manual block
M=Mechanical
P=Pneumatic
PL=Position light
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	1/15/04		HT switch 40.08 NWP	N. Mundelein, Ill
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.

At 11:30AM on 01-15-04 a defect was found in the signal system at N. Mundelein, Ill on the Waukesha Sub. The South dispatcher train to hand operate the hand throw switch at MP 40.08 (near Maple St.) on the #1 main. When train operated HT switch Dispatcher noticed a track light on the #2 main. Signal dept was notified and HT switch was spiked and 20MPH HER was applied.

After investigation it was discovered that the 40.08 NWP was wired into wrong Microtrax unit at N. Mundelein. 40.08 NWP switch is on the #1 main, however it was wired into the #2 coded track unit in error. This 40.08 NWP should have been moved from the #2 unit to the #1 unit during the 11-09-03 cutover, when the N. Mundelein's power turnout was converted from a RH to LH turnout.

Corrective action

1. The NWP was wired into the correct track and tested on 1-15-04. All other HT switches in cutover area were also tested. 40.08 was then returned to service.
2. The CN is currently reviewing its testing procedures to prevent any future incidents.

FEDERAL RAILROAD ADMIN.
CHICAGO, ILLINOIS
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