

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

06/08/96

FALSE PROCEED SIGNAL REPORT

DATE

06/21/96

REPORTING CARRIER (railroad & region or division)



REPORTING CARRIER (signature/title)

Chief Engineer Train Control

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

Federal Railroad Admin.
Suite 440, North Tower
1720 Peachtree Rd., NW
Atlanta, Ga. 30309

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 System.

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	06/08/96	T64108	Vandalism	Intermediate Signal 3.2 St. Albans, WV
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

On June 8 , 1996 at approximately 1832 hours, trains t64108 and v61507 traveling westbound at m.p. 2.7 observed Eastbound signal at 3.2 displaying an approach with their train on circuit.

Signal system was removed from service.
Signal personnel determined that vandals broke into signal control house and damaged relays causing 32hr relay from deenergizing.
Repairs to equipment and operational test performed.
Signal system is now functioning as intended.

Reg. 2
R.E. Murray

7/01/96.

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(If more space is required, continue on reverse)