

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

08/12/96

REPORTING CARRIER (railroad & region or division)



REPORTING CARRIER (signature/title)

General Manger Signal Maintenance

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 | 08/12/96 | Train D773 | Insulation | Conboy, PA |
| 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

Train D773 traveling west on #1 track reported a red over green aspect and that a green aspect was displayed on #2 track. Signals were removed from service. Signal department personnel investigated the incident and determined that the LCHR relay control wires were environmentally damaged causing a short which allowed current to flow improperly to the relay coil.

Signal personnel replace the wires and performed all operational test. Signal system functioned as intended and were placed back in service.

R.C. Munnery
S+TC

G.14
10/22/96