

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

June, 1995

DATE

June 12, 1995

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

REPORTING CARRIER (railroad & region or division)

CONSOLIDATED RAIL CORPORATION

Philadelphia Division

REPORTING OFFICER (signature/title)

Chief Engineer-C&S

MAIL TO

R. C. Murray
Supervisory Railroad Safety Specialist
Federal Railroad Administration
Scott Plaza Two
Suite 550
Philadelphia, PA 19113

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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> REMOTE <input checked="" type="checkbox"/> AUTO-MANUAL	6/3/95	Train JR-7 Engine 6926	Signal 10RA Signal 6R	"Upper Bay" Newark, NJ
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

Engineer on Train JR-7 reported Signal 10RA displayed restricting while Train OI-21 was occupying a conflicting route governed by Signal 8R. In addition, Signal 6R was displaying restricting simultaneously with Signal 10RA. Cause was determined to be High Double Case at location 2W and was blown over by high winds and rain, causing 6RBHB and LORAH relays to be inverted. Case support brackets were repaired, and case placed on foundations, signal system tested and returned to service

JUN 16 1995

FEDERAL RAILROAD ADMINISTRATION
OFFICE OF SAFETY