

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
 August, 1995

DATE
 August 29, 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

Pittsburgh

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
 - AS—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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	8/28/95	Train PIH08 Engine 4451	Signal 549	Columbiana, OH
2 INTERLOCKING <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

Engineer on Train PIH08 reported Signal 549 displayed Stop and Proceed with Train 261F (with engine and 3 cars) ahead. When Train 261F occupied the interlocking at CP Lum, Signal 549 went to clear for about 60 seconds, then to Approach. Cause was found to be an unauthorized jumper applied to the 4TR track circuit. Jumper removed signal system tested and returned to service. Investigation being conducted to determine responsibility.