

FP-95-G-24

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

1. 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.

2. Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

1. TO

Federal Railroad Administration
Suite 550, Scott Plaza 2
Philadelphia, PA 19113

Attn: Signal Specialist

REPORT FOR (month/year)

November 1995

DATE

November 14, 1995

REPORTING CARRIER (railroad & region or division)

Union Railroad
Duquesne, PA

REPORTING OFFICER (signature/title)

Engineer
Signals & Communications

3. 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 and corresponding indications of a cab signal system on each train approaching the signal, such failures should be included in item 1, Block Systems.

4. 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)
BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL	11/12/95	Engine #7	---	Signal 176
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				
REASON AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN				

On November 12, 1995, Signal 176, a southbound controlled signal, was reported by Engine 7 to have displayed a clear (green) instead of a medium clear (red over green). The system is a color light system with light-out relay circuits. A printout of controls and indications was obtained from the office system to verify that Crossover 187 was in the reverse position. The light-out relays were checked along with 176 AHR relay and its associated circuits. The relays were tested and all pertinent cable meggered. The exact conditions that took place on November 12 were duplicated, but we could not duplicate the failure. There were no grounds found on the system.

(If more space is required, continue on reverse)