

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

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

Tom Maske
Signal & Train Control Specialist
111 N. Canal St., Suite 655
Chicago, IL 60606

PERIOD FOR (month, year)

December 1995

DATE

January 8, 1996

REPORTING CARRIER (railroad & region or division)

Grand Trunk Western Railroad

REPORTING OFFICER (signature/title)

Supervisor of Signals

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
- ABS—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 checked="" type="checkbox"/> X APB <input type="checkbox"/> TC	12-30-95	6419	Block Line	Kingsbury, IND
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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

High wind conditions caused Signal control wires to wrap. On December 30, 1995, at 22:30 Hours, GTW Train 172 East following behind Train 144 East reported that ABS Signal 75.4 went from a Restricted Speed indication (GTW Rule 290) to a Proceed indication (GTW Rule 281). Split Arm damaged by tree at M.P. 77.2 forced Signal Control "H" wire to make contact with Signal Control wire "D".

If more space is required, continue on reverse.