

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

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

REPORT FOR (month/year)

April, 1996

DATE

April 29, 1996

REPORTING CARRIER (railroad & region or division)

CONSOLIDATED RAIL CORPORATION

Dearborn Division

REPORTING OFFICER (signature/title)

Chief Engineer-C&S

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 checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	4/25/96	Train ELBN-5 Eng. CR749	4W Signal at CP-Hick	Indiana Harbor, IN
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 ELBN5, westbound on #3 track, received a limited clear aspect on the 4W signal at CP-Hick with the rear car of BRSE5 occupying #2 track foul of his route. Upon investigation, it was found that the location of the fouling point insulated joints east of #13 switch on #2 track did not provide sufficient track centers through the fouling section to prevent interference with trains on the adjacent track. Changes were made in the home signal network to prevent a signal from being displayed if this section of track is occupied (8T circuit #2 track).

Signal system was tested and returned to service.