

FR 96-2-9

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month / year)
May, 1996

FALSE PROCEED SIGNAL REPORT

DATE May 17, 1996

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.

REPORTING CARRIER (railroad & region or division)

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

CONSOLIDATED RAIL CORPORATION

MAIL TO

R. C. Murray
Supervisory Railroad Safety Specialist
Federal Railroad Administration
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Philadelphia, PA 19113

PITTSBURGH 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 failure should be included in item 1, Block Systems.

The following abbreviations may be used in the report.

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.

- 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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC | 5/9/96 | Train YIFE11 Engine No. 8180 | Automatic Signal 143.1 | Sharon, PA |
| 2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <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

Conductor on YIEF11, Westbound on #1 Track observed Automatic Signal 143.1 upgrade to a Clear aspect with the handthrow switch and derail at MP 81.6 in the reverse positions. Upon investigation, it was found that the N81.16WP1A and the 81.16WP1A wires were transposed in the circuit controller at the derail.

The wiring problem was corrected and all applicable tests were made. An investigation is being conducted to determine responsibility.