

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month / year)  
December, 1996

DATE  
January 9, 1997

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**

**INDIANAPOLIS DIVISION**

REPORTING OFFICER (signature / title)

U 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 failure 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	EM- Electromechanical
AB- Automatic block	EP- Electropneumatic
ACS- Automatic cab signal	FP - False proceed
APB- Absolute permissive block	MB - Manual Block
ATC- Automatic train control	M- Mechanical
ATS- Automatic train stop	P- Pneumatic
CL- Color Light	PL- Position light
CPL- Color position light	SA- Semiautomatic
E- Electric	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	12/30/96	UP2455	Signal 2E CP-154	St. Elmo, IL
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**

Engineer on Eastbound NLINO observed a clear signal on 2E with signal 152E stop and proceed ahead. Investigation revealed that the switch repeater 1520NWPR did not open the 2EHR relay, which allowed a clear code to be generated from the micro unit at Signal 152E. Circuit was reissued with 2EHPR relay contact located in input circuit of microcode unit. Failure was due to unauthorized field change. Plans reissued as originally designed.

Signals tested and returned to service.