

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month / year)
April 1, 1997

DATE May 21, 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

DEARBORN DIVISION

REPORTING OFFICER (signature / title)

MAIL TO

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

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.

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 type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC X REMOTE <input type="checkbox"/> MANUAL	4/6/97	1681	Home Signal 8E	Wayne, Michigan
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 Home signal 8E at Wayne Jct. Interlocking was passed in red position by Engine 1681. Engineer and conductor both stated that signal appeared to be displaying Restricting. Investigation revealed that sunlight reflecting off of signal lens caused a yellow aspect. Signal did have proper hood and lens configuration. Signal mechanism and lens were replaced with no noticeable improvement. Phankill was installed which improved situation. A different style of lens assembly was also installed. Signal was returned to service.