

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month / year)

August, 1997

DATE

August 6, 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

Philadelphia 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

[Signature] Chief Engineer - R&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	7/25/97	Train ML 420 Engine 6161	Auto Sig 254S	Northumberland, 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

Southbound ML420 reported automatic signal 254S displaying clear with home signal ahead at CP-Norry displaying stop.

Cause was found to be North and South signal control wires shorted with 120volt AC line to ground due to trees fallen into pole line at mile posts 255.7 and 255.8.

Trees were removed, signal system tested and restored to service

RECEIVED
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AUG 12 1997