

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month / year)  
August 1997

DATE

August 29, 1997

REPORTING CARRIER (railroad & region or division)

**CONSOLIDATED RAIL  
CORPORATION**

**PITTSBURGH DIVISION**

REPORTING OFFICER (signature / title)

Chief Engineer - C&G

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

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 checked="" type="checkbox"/> TC	8/29/97	ENG 8206	AUTO. SIG. 1291	SMITHVILLE, OH
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 Westbound Train WIMA-3 reported Signal 1291 west-Dark and Signal 1292 east-Clear with the rear of his train in the block. Cause was determined to be a defective B2ETR track relay which remained in the energized position with a .06 Ω shunt applied to the track circuit and 18ma of current on the coils. Relay was replaced, all appropriate tests were performed, and the signal system was returned to service. Failed relay is being sent to the manufacturer for further analysis.

RECEIVED  
DEPARTMENT OF TRANSPORTATION

SEP 3 1997