

FR 97 - 12-16

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month / year)
December, 1997

FALSE PROCEED SIGNAL REPORT

DATE
December 16, 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.

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
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DEARBORN 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 type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	12/16/97	MAIL 8M Eng 5564	Signal 2E	Nasby Interlocking Toledo, OH
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input checked="" 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

Crew of MAIL-8, located on the siding west of Nasby Interlocking, Chicago Line, MP 272, observed Signal 2E on Track 2 displaying approach with MAIL-8M head end in the interlocking and rear end west of the plant on #2 Track. Cause was found to be improperly wired contacts on the 2HPR polar relay. This allowed lighting energy to hold up the SR relay when AC power was off. The additional wire was removed from the relay, all appropriate tests were performed and the signal system returned to service.

