

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month / year)
June 1998

FALSE PROCEED SIGNAL REPORT

DATE June 16, 1998

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
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✓ 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 AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC X REMOTE <input type="checkbox"/> MANUAL	6/05/98	CSXT 913	Home Signal 8W	Buffington, IN
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 on CSXT 913 reported Signal 8W at CP 501 displayed red over lunar white (restricted proceed) with a west bound Amtrak train occupying interlocking. Investigation found that vandals had broken the lock and hasp and removed the cover from the center lunar light unit on Signal 3W allowing sunlight to enter the rear of the unit which illuminated the white lens. Cover was replaced and local police notified.