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DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month / year)
June 1998

FALSE PROCEED SIGNAL REPORT

DATE June 22, 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

PHILADELPHIA DIVISION

REPORTING OFFICER (signature / title)

MAIL TO

R. C. Murray
Supervisory Railroad Safety Specialist
Federal Railroad Administration
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Chief Engineer C&D

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
- 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 checked="" type="checkbox"/> TC	6/18/98	CP 5616	Auto Signal 94E	CASTASAUQUA, PA
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC 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 Signal control wires terminated in switch location junction box reconnected on opposite terminals reversing polarity and allowing Sig. 94E to display clear with signal 2E at CP Caty at Stop. Wires were properly connected, all tests performed and signal system returned to service.

Investigation is being held to determine responsibility.

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