

**FALSE PROCEED SIGNAL REPORT**

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 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 of the Department of Transportation Federal Railroad Administration, Office of Safety, Washington D C 20590

**MAIL TO :**

Federal Railroad Administration  
100 Alabama Street  
16th Floor  
Atlanta GA. 30303-3104

DATE  
6/11/99

REPORTING CARRIER (railroad & region or division) :

Florida East Coast Railway Co.  
One Malaga Street  
St. Augustine, FL 32085

Reporting officer (signature / title)

Chief Engineer Signals and Communications

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 failures should be included in item 1, Block System.

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 - Automatic 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 type="checkbox"/> TC				
2- INTERLOCKING <input type="checkbox"/> remote <input checked="" type="checkbox"/> <sup>automatic</sup> manual	6/9/99	420	1NDR Relay	Pompano Florida
3- AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 - OTHER (SPECIFY)				

**NATURE AND CAUSE OF FAILURES CORRECTIVE ACTION TAKEN**

See attached report dated June 11, 1999



## FLORIDA EAST COAST RAILWAY COMPANY

ONE MALAGA STREET, P. O. BOX 1048, ST. AUGUSTINE, FLORIDA 32085-1048

E. P. Trovato  
Chief Engineer  
Signals and Communications  
Phone: 904-826-2327 Fax: 904-826-2290  
Email: ttrovato@feci.com

June 11, 1999

File: 16.0

Federal Railroad Administration  
100 Alabama Street  
16<sup>th</sup> Floor  
Atlanta, GA 30303-3104

Dear Sir:

On June 9, 1999 at approximately 8:43 PM FEC Train 21609 engine 420 reported Signal 1N displayed a red over green aspect Diverging Route Clear at Pompano North interlocking with train 9809 occupying the block in advance. Signal 1N should have displayed Red over Red Stop under these conditions. Both trains were stacked in Pompano siding and train 21609 was following train 9809 in a northward direction after meeting southbound train 10509. The cab signal on train 21609 went to single red and remained at this condition immediately after entering the OS track and no incidents occurred as a result of the wayside signal failure. After arrival at the scene FEC personnel were able to simulate the conditions and duplicate the failure.

The cause of the failure was determined to be the 1ND relay that was observed mechanically stuck in the energized position by FEC signal personnel. Contacts of the 1ND relay operate the clear control on the searchlight mechanism for the 1N signal that caused the B head of the 1N signal to display a green aspect. The relay was removed from service and replaced in kind. Operational tests were made and the signals restored back to service.

The 1ND relay is a Type B plug in relay serial number H76-96N, Drawing Number 56001-925 manufactured in 1976 by General Railway Signal Co. Rochester NY. The relay will be sent to the manufacturer for inspection by an independent lab to determine the cause of the failure. Test results are forthcoming.

Very Truly yours