DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

DATE: Aug 17, 2001

MAIL TO

Mr. Bob Scieszinski
Signal & Train Control Specialist
Federal Railroad Administration
650 Murdock Building
703 Broadway
Vancouver, WA 98660

REPORTING CARRIER (railroad & region or division)

Alaska Railroad Corporation

Reporting Officer/Title Russell J. Frazier Director Signals and Telecom.

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 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	EM	-Electromechanical
AB	-Automatic block	EP	-Electropneumatic
ACS	-Automatic cab signal	FP	-False proceed
APB	-Absolute permissive block	MP	-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 OR TRAIN NUMBER	DEVICE THAT FAILED	LOCATION (City and State)
1 BLOCK SYSTEMS ☐ AB ☐ APB ☐ TC					
2 INTERLOCKING ☐ REMOTE ☐ MANUAL X	AUTO-MATIC	8/15/01	4009		South Hurricane
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS					
4 OTHER (specify)					

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

North bound absolute signal at South Hurricane displayed stop indication. Train with engine 4009 moved past the signal to occupy the OS circuit and take the power operated switch on hand. After stopping with the lead truck in the OS circuit the power switch moved to the reverse position and the north bound signal indicated proceed. The engine had lost shunt in the OS circuit due to the presence of a foreign material on the top of the rails. The material was removed from the rails and the circuit tested to insure proper operation.

(If more space is required continue on reverse)

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