

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

SEPTEMBER 2001

DATE

SEPTEMBER 7, 2001

REPORTING CARRIER (railroad & region or division)

UNION RAILROAD  
DUQUESNE, PA

REPORTING OFFICER (signature/title)

MANAGER SIGNALS & COMMUNICATIONS

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

MAIL TO

FEDERAL RAILROAD ADMINISTRATION  
SUITE 550, SCOTT PLAZA 2  
PHILADELPHIA, PA 19113

ATTN: SIGNAL SPECIALIST

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 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	EM-Electromechanical
AB-Automatic block	EP-Electropneumatic
ACS-Automatic cab signal	FP-False proceed
APB-Absolute permissive block	MB-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 NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
<b>1 BLOCK SYSTEMS</b> <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
<b>2 INTERLOCKING</b> <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MANUAL	9/5/01	Engine 30	188 Signal	J Tower Interlocking, Duquesne, PA
<b>3 AUTOMATIC SYSTEMS</b> <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<b>4 OTHER (specify)</b>				

**NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN**

On September 5, 2001, at approximately 11:00 AM, engine 30 reported an APPROACH/MEDIUM aspect on signal 188 and a STOP aspect on signal 150. Upon arrival, Signal Manager had the Union Railroad TMD (Dispatcher) request a signal on 188 and an APPROACH/MEDIUM aspect displayed (yellow over green). The proper aspect should have been an APPROACH (yellow). Signal 188 was taken out of service.

Plant grounds were checked and found okay. Voltages were checked between case 27 and case 186. Cable 27-186A was meggered and had several bad conductors in the 19 conductor cable. This cable was last meggered on 12/1/98. A new 9 conductor cable was run and circuits were moved to the new cable. The new cable was meggered and all signal aspects were operational checked. Signal 188 was put back in service.

(If more space is required, continue on reverse)