

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

MARCH 2002

DATE

03-08-2002

REPORTING CARRIER (railroad & region or division)

CENTRAL OREGON PACIFIC  
333 S.E. MOSHER ST.  
ROSEBURG OR.

REPORTING OFFICER (signature/title)

ASST. SIGNAL SUPERVISOR

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  
Murdock Executive Plaza  
703 Broadway, Suite 650  
Vancouver, WA 98660-3306

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
- 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 <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	03-02-2002	UP 2459	SEMAPHORE ARM	MP 617.4 CURTIN, OR.
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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

TRAIN 501 SOUTH ENGINE NO. UP 2459  
 LOADS 11  
 EMPTYS 65  
 TOTAL CARS 76  
 TOTAL WEIGHT 3,430 TONS  
 NO HAZARDOUS MATERIALS

MAR 10 2002  
 W. W. WILSON  
 WASHINGTON, DC

(OVER)

(If more space is required, continue on reverse)

FP 02-8-03

2

0332 AM. MARCH 2, 2002

THE SOUTHBOUND 501, UP 2459, HEADING TO ROSEBURG, PASSED SEMAPHORE SIGNAL 617.5.

THE ENGINEER LOOKED AT THE OPPOSING SIGNAL, 617.4, AND NOTICED THAT IT WAS DISPLAYING A YELLOW INDICATION.

UPON ARRIVAL AND INSPECTING, THE SIGNAL RELAYS, TRACK RELAYS AND SLOT COILS WERE ENERGIZED, AND SIGNAL 617.4 WAS STILL DISPLAYING A YELLOW INDICATION.

UPON FURTHER INSPECTION TO SIGNAL 617.4 THE BUFFER FOR THE 617.4 SEMAPHORE ARM WAS IMMOVABLE, HELD STATIONARY, IN ITS RED POSITION.

INSPECTING THE BUFFER THE GREASE WAS STIFF, TO THE POINT OF BEING FROZEN.

THE BUFFER AND BUFFER CHAMBER WERE CLEANED AND NEW GREASE INSTALLED.

SIGNAL LOCATION WAS THEN TESTED WITH SHUNTS AND TRAIN MOVEMENT OBSERVED.

WEATHER CONDITIONS FOR THE DAY OF MARCH 02, 2002  
FROST WITH PATCHES OF ICE.

OUTSIDE TEMPERATURE 33°