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DEPARTMENT OF TRANSPORTATION

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DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

January, 1995

DATE

February 3, 1995

REPORTING CARRIER (railroad & region or division)

CONSOLIDATED RAIL CORPORATION

Indianapolis Division

REPORTING OFFICER (signature/title)

Chief Engineer-C&S

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

R. C. Murray
Supervisory Railroad Safety Specialist
Federal Railroad Administration
Scott Plaza Two
Suite 550
Philadelphia, PA 19113

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	1/27/95	Engine 3521	Signal 2082E	Winchester, Indiana
² INTERLOCKING <input type="checkbox"/> 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

Engineer on Train NLPI7 reported that Signal 2082E displayed stop and proceed with Train ML 460 ahead in the block. After ML460 cleared block of 2082E, Signal displayed clear aspect instead of approach. Cause was found to be defective 2082 EHDR relay, due to polar armature failing to move to the reverse position account frozen in normal position. Relay removed from service, signal system tested, and placed back in service.