

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

OMB No. U4-R-4022

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

February, 1995

DATE

February 21, 1995

REPORTING CARRIER (railroad & region or division)

CONSOLIDATED RAIL CORPORATION

Harrisburg 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 type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	2/16/95	Train HLP21B Engine 6398	Signal 113N	Keating Summit, PA
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

Engineer on HLP 21B observed Approach Aspect on Signal 113N with HBBU-6 occupying the block. Cause was large metal build up on contacts 16/17 of the INTR relay which allowed false energy on the INTFP circuit. Metal buildup was caused by diode which was shorted, across coils of INTFP relay. Shorted diode and INTR relay removed from service and replaced. Signal system was tested and placed back in service.

FEB 21 1995