

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month, year)

August 1995

DATE

August 15, 1995

REPORTING CARRIER (railroad & region or division)

Grand Trunk Western Railroad Inc.

REPORTING OFFICER (signature/title)

Engineer, Communications & Signals

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

Tom Maske
Signal & Train Control Specialist
111 N. Canal St., Suite 655
Chicago, IL 60606

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	8/4/95	5858	Block Line	Shaftsburg, MI
² INTERLOCKING <input type="checkbox"/> AUTO-MATIC <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

Severe storm conditions toppled trees into pole line, resulting in damage to Signal control wires. On August 4, 1995, at 0200 Hours, GTW Train 456B, Extra 5858 East reported Proceed indication (GTW Rule 281) at ABS Signal 2312 and Proceed at Restricted Speed indication (GTW Rule 290) at Signal 2344. Fallen tree at M.P. 233.0 forced Signal Control "H" wire to make contact with Signal Control "D" wire. Trees in pole line in advance of Signal 2344 had broken "H" and "D" wires, causing Red Aspect at Signal 2344.

If more space is required, continue on reverse.