

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

October 25, 1995

FALSE PROCEED SIGNAL REPORT

DATE

November 21, 1995

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.

REPORTING CARRIER (railroad & region or division)

Long Island Rail Road

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

REPORTING OFFICER (signature/title)

Frederick E. Smith, P.E.
Chief Engineer

MAIL TO

Department of Transportation
Federal Railroad Administration
Office of Safety, RA-613
Washington, D.C. 20590

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.

The following abbreviations may be used in the report.

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|-------------------------------|----------------------|
| 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 |

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.

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 type="checkbox"/> TC				
2 INTERLOCKING <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	10/25/95	1624	Signal Circuitry	Divide Interlocking
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

At Divide Interlocking, an eastbound route was displayed for Train 1624, to route the train from Main Line #2 Track, 3-2E Signal, to Station Track #2, 3-2W Signal. In addition, a stored route had been established for Train RF-31 from Station Track #1, 3-1W Signal to Main Line #2, 3-2E Signal. The track circuit 3-1WTR, which is the first circuit east of 3-2E Signal on Main Line #2, momentarily de-energized (flipped). This caused the previously established route (3-2E to 3-2W) to reset, enabling the stored route (3-1W to 3-2E) to be established via a back to train stick feature. Signal 3-1W then displayed a restricting aspect.

CORRECTIVE ACTIONS:

1. The back to train stick features were disabled.
2. Conflicting stored route operation was prohibited via a computer warning on the "CRT" and written procedures from the Transportation Department.

If more space is required, continue on reverse.