

FALSE PROCEED SIGNAL REPORT

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 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 of the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D. C. 20590

MAIL TO :

Federal Railroad Administration
Suite 440 - NT
1720 Peachtree Road, NW
Atlanta GA. 30309

DATE 11/28/95

REPORTING CARRIER (railroad & region or division)

Florida East Coast Railway Co.

FP 95-03-09

Reporting officer (signature / title)
Thomas P. Trovato
Chief Engineer Signals and Communications

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 System.

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.

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|----------------------------------|------------------------|
| A - Automatic | EM - Electromechanical |
| AB - Automatic block | EP - Electropneumatic |
| ACS - Automatic cab signal | FP - False proceed |
| APB - Automatic 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 |

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 type="checkbox"/> remote <input type="checkbox"/> automatic <input type="checkbox"/> manual				
3- AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input checked="" type="checkbox"/> ATC <input type="checkbox"/> ACS	11/17/95	426	Not Determined	Espanola Florida
4 - OTHER (SPECIFY)				

NATURE AND CAUSE OF FAILURES CORRECTIVE ACTION TAKEN

On November 17, 1995 at approximately 19:28 hours train No. 117 Engine No. 426 reported Cab signal remained at Approach Home Y/R when Engine 426 entered the approach code change block located at 1500 feet in advance to Home Signal 1S at CP South Dorena located at Milepost MJ 28.8. The cab signal should have changed to stop R/Dark when entering this block. After thorough investigation on 11/17, 11/18, 11/22, 11/27 & 11/28 the events that occurred on the evening of 11/17 could not be duplicated. Extensive testing was performed on the locomotive equipment at the field location. A grounded track wire on the 1NBRB east rail and a ground on the N12 battery buss measuring 6 amps at the time of the incident were the only exceptions noted with the normal functioning of the system. The N12 ground was cleared on 11/17 and the track wire removed on 11/18. With duplications of these grounds during testing no devices failed that would have caused the incident. A recorder board has been installed in the 1NB electrocode unit and the locomotive CSR unit has been forwarded to the factory for further testing.