

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month / year)  
November, 1997

**FALSE PROCEED SIGNAL REPORT**

DATE

December 2, 1997

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)

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

**CONSOLIDATED RAIL CORPORATION**

MAIL TO

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

Dearborn Division

REPORTING OFFICER (signature / title)

Chief Engineer - C&S

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 failure should be included in item 1, Block Systems.

The following abbreviations may be used in the report.

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.

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 type="checkbox"/> TC				
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC X REMOTE <input type="checkbox"/> MANUAL	11/20/97	None	Home Signal 5W	Cleveland, Ohio
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**

Signal 5W was observed by a Signal Maintainer as Green over Green, Clear, with 4 switch reverse. Signal should have been Green over Red, Slow Clear.

Cause was found to be a design error, which allowed the signal control relay for the bottom aspect of 5W Signal to be energized whenever 11 switch was lined normal. Design changes were made, signals were tested, and returned to service.