

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month / year)
JULY, 1998

DATE
July 10, 1998

REPORTING CARRIER (railroad & region or division)

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

CONSOLIDATED RAIL CORPORATION

ALBANY DIVISION

REPORTING OFFICER(signature / title)

Chief Engineer HVC&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.

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	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

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	7/09/98	Amtrak 286	Home Signal 1WB	Albany, NY
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

Westbound Amtrak 286 reported Clear Signal with the switch normal on IWA Signal at CP 146 and he observed a red, red, green, slow clear signal on 1WB signal out of the siding. Investigation revealed that the contacts on the 3RWCR B2 plug in relay were shorting together allowing energy to pick the 1WBCHR. It was determined that the relay had been removed from the plug board 2 days earlier to be tested and that the contacts were bent when the relay was reinserted into the plugboard.

Relay was replaced, all tests performed and the interlocking was returned to service. Discipline will be assessed to involved employees.

