

FP-98-2-17

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month / year)  
December 1998

DATE December 17, 1998

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

REPORTING CARRIER (railroad & region or division)

**CONSOLIDATED RAIL CORPORATION**

**PITTSBURGH DIVISION**

REPORTING OFFICER (signature / title)

MAIL TO

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

Chief Engineer - O&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
- 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 AB <input type="checkbox"/> APB <input type="checkbox"/> TC <input type="checkbox"/>				
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC X REMOTE <input type="checkbox"/> MANUAL	12/12/98	OIPI-1	14W Signal CP UN	GALLITZIN, PA.
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 crew on OIPI-1 observed home signal 14W at CP "UN" displaying medium clear with train RR 261 ahead in the block. Cause was found to be a design error which allowed the 14 WADR to be energized with a train in the block.

Design revisions were issued, all signal tests were completed and the signal system was returned to service.