

Department of Transportation  
Federal Railroad Administration

**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (month/year)

November 2001

DATE

November 30, 2001

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 (5) 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 (10) days after the end of the month.

REPORTING CARRIER (railroad and region or division)

**CONSOLIDATED RAIL CORPORATION**  
Detroit District

REPORTING OFFICER (signature and title)

Asst. Chief Engineer - C&S

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

Mail to:

J. C. Reynolds  
Supervisory Railroad Safety Specialist  
Federal Railroad Administration  
International Plaza Two, Suite 550  
Philadelphia, PA 19113

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.

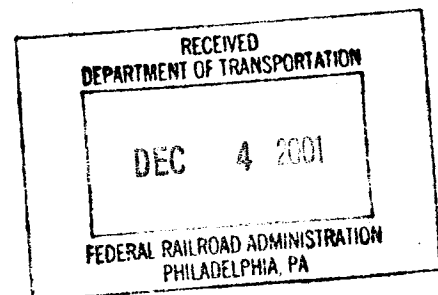
The following abbreviations may be used in the report

A - Automatic	E - 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
CL - Color Light	P - Pneumatic
CPL - Color Position Light	PL - Position Light
E - Electric	SA - Semiautomatic
	TC - Traffic Control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION
<b>1 BLOCK SYSTEMS</b> <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	11/21/01	NS69T 5412	143 SIS	Detroit Line
<b>2 INTERLOCKING</b> <input type="checkbox"/> Automatic <input type="checkbox"/> Remote <input type="checkbox"/> Manual				
<b>3 AUTOMATIC SYSTEMS</b> <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<b>4 OTHER (specify)</b>				

**NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN**

Train NS69T Engine 5412 reported Signal 143 at clear G/R and interlocking signal at FN Tower stop R/R. Upon investigation, a maintainer found a pole down and tried to straighten it. In doing so, we believe he cleared a line wrap, which caused the HD relay to be falsely energized. When the supervisor arrived on the scene, he tried to recreate the problem, but he could not.



3