

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

OMB No. 04-R-002

REPORT FOR (month/year)

JAN - 03

DATE

1-21-03

REPORTING CARRIER (railroad & region or division)

PADUCAH + LOUISVILLE RAILWAY

REPORTING OFFICER (signature/title)

Gen. Supv. of Signals + Structures

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

Regional Administrator
 Federal Railroad Administration
 Atlanta Federal Center - Suite 16T20
 Atlanta, GA.

30303-3014

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

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 range 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 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.

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	1-20-03	PAL 2104	SHUNT WIRE	Louisville, Ky.
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				JAN 24 2003
4 OTHER (Specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

PAL 2104 had clear signal @ mp 3.5 in yard limits @ Louisville yard.
 Switch @ mp 3.8 standard oil xover was in Reverse Position

Investigation Determined:

SHUNT WIRES ON EAST RAIL!

ONE WAS BROKEN OFF

The other was high resistant at connection to RAIL

CONNECTORS WERE REPLACED + SHUNT WIRES RECONNECTED

SYSTEM FUNCTIONED PROPERLY AFTER CORRECTIVE ACTION

(If more space is required, continue on reverse)