

FP03-8-3

ALLEGED FALSE PROCEED

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION			
FALSE PROCEED SIGNAL REPORT		DATE	4/25/2003
MAIL TO		REPORTING CARRIER (railroad & region or division)	
Mr. Bob Scieszinski Signal & Train Control Specialist Federal Railroad Administration 650 Murdock Building		Alaska Railroad Corporation	
		Reporting Officer/Title Russell J. Frazier Director Signals and Telecom.	

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 System

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	MP	-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 OR TRAIN NUMBER	DEVICE THAT FAILED	LOCATION (City and State)
1 BLOCK SYSTEMS				4/16/03	4016	NONE	Anchorage, AK
<input type="checkbox"/>	AB	<input type="checkbox"/>	APB				
2 INTERLOCKING							
<input type="checkbox"/>	REMOTE	<input type="checkbox"/>	MANUAL	<input type="checkbox"/>	AUTOMATIC		
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
 Train 4016 south with Engineer _____, Student Brakeman _____, Brakeman _____ and Conductor _____. This was the relief crew that dog caught the train at Reves. Train crew reported the Distant signal at MP 121.3 to be Yellow over Yellow and the absolute southbound signal at CP 1198 to be Yellow over Red with a diverging switch. The signals at CP 1198 were tested and verified that the aspect displayed was Red over Yellow at CP 1198. Event recorders at the Distant signal and at CP 1198 as well as CP1170 were checked and verified the aspects displayed were correct. No exceptions were taken to any of the signal appliances. Interviews of the crew members involved have been completed, and the results of the testing are being explained to all trainmen. No exceptions were found with the Signal system. All light wires to the signal were megged, all signal test were completed on the affected signal.

Attached are the graphic representations of the data downloads from event recorders at the D signal MP 121.3, the VHLC at CP 1198 and CP 1170.

APR 28 2003
 VANCOUVER, WA