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Signal System Five-Year Report	RAILROAD (Name and Code)
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Reported By (Name, Title, Address)	IN SERVICE ON
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MAIL TO: Federal Railroad Administration S&TC Staff Director 1200 New Jersey Avenue, S.E. Third Floor West Washington, DC 20590	METHOD OF TRAIN OPERATION	MILES	
		Road	Track
	Traffic Control		
	Automatic Block		
	Timetable and Train orders		
	Non-Automatic Block *		

INTERLOCKINGS, CONTROLLED POINTS AND SWITCH ARRANGEMENTS MAINTAINED BY REPORTING CARRIER

	MANUALLY OPERATED INTERLOCKING	REMOLELY CONTROLLED INTERLOCKING	AUTOMATIC INTERLOCKING	CONTROLLED POINTS	SWITCH ARRANGEMENT
Mechanical					
Electro-Mechanical					
Electro-Pneumatic					
Electro-Hydraulic					
Electric					
Microprocessor					

AUTOMATIC TRAIN STOP, TRAIN CONTROL AND CAB SIGNAL SYSTEMS

	TRAIN STOP ONLY	TRAIN CONTROL ONLY	CAB SIGNAL ONLY	TRAIN STOP AND CAB SIGNAL	TRAIN CONTROL AND CAB SIGNAL	TRAIN STOP, TRAIN CONTROL, AND CAB SIGNAL
Road Miles						
Track Miles						
Locomotives						
Motor Cars						

REMARKS:

* NOTE: If method of operation includes Non-Automatic Block, please specify type in remarks section

DEFINITIONS

For the purpose of this report, the following definitions apply:

Automatic Block Signal System (ABS) – A block-signal system wherein the use of each block is governed by an automatic block signal, cab signal or both.

Automatic Cab Signal System – A system that provides for the automatic operation of the following:

- (a) Cab Signal – a signal located in engineman's compartment or cab, indicating a condition affecting the movement of a train and used in conjunction with or in lieu of block signal, and
- (b) Can Indicator – a device located in the cab that indicates a condition or a change of condition of one or more elements of the system.

Automatic Train Control System – A system so arranged that its operation will automatically result in the following:

- (a) A full service application of the brakes that will continue either until the train, is brought to a stop, or, under control of the engineman, its speed is reduced to a predetermined rate.
- (b) When operating under a speed restriction, an application of the brakes when the speed of the train exceeds the predetermined rate and which will continue until the speed is reduced to that rate.

Automatic Train Stop System – A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

Non-Automatic Block Signal System – A term used to denote any method of maintaining an interval of space between trains as distinguished from an automatic block signal system, a traffic control system, an automatic cab signal system without roadway signals, or the time interval system. Examples would include Direct Traffic Control (DTC), Voice Control System (VCS), Form D Control System (DCS), etc...

Remotely Controlled Interlocking – An arrangement of signals and signal appliances operated from an interlocking machine, which is located outside the interlocking limits, and so interconnected by means of mechanical and/or electric locking that their movements must succeed each the in proper sequence, train movements over all routes being governed by signal indication.

Switch Arrangement – A term to denote the use of switch machines, other than hand-operated type, as independent wayside appliances exclusively in dark territory.

Track Operated Jointly – Track that is jointly owned or jointly controlled and operated by two or more companies.

Trackage Rights – The right to use track over which one company exercises exclusive control of operation, but permits another company to operate trains over it, subject to the rules and regulations of the controlling company.

Traffic Control System (TCS) – A block-signal system under which train movements are authorized by cab signals or block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

INSTRUCTIONS

Not later than April 1, 1997 and every 5 years thereafter, each carrier shall file with FRA a signal system status report.

Show total road and track mileage, to the nearest mile, for each method of operation.

Show total number of interlockings, controlled points and switch arrangements on entire system.

Each railroad should report its own track of jointly operated track under any of the method of operation and attention called to the fact that the track is jointly owned each road should report an equal percentage of the total mileages.

Lines over which a company has trackage rights should be included only by the operating company.

It is not necessary to report separately the miles of single track and miles of double track included under any method of train operation.

Report, on this form, all installations of automatic train stop, train control, and cab signal systems on the line of the reporting carrier, including foreign locomotives and motorcars which operate over these installations.

Multiple unit type cars should be reported as motorcars.

Where the mileage listed is equipped with more than one type of roadway device show by footnotes any duplication of mileage.

Equipped by Foreign Carrier. Show the number of locomotives equipped by foreign carrier for operation exclusively over reporting carrier's installation with devices indicated in the column headings (include both locomotive equipped for forward operation only and motorcars equipped for either direction operation). Identify the foreign carrier by initials.

Foreign carrier locomotives and motorcars may be shown in "Remarks" column.

A system map, color-coded, to show location of method of operation on reported mileage, including automatic train control, cab signal or train stop systems as in service, must accompany this form and subsequent forms when changes occur.

Additional copies of this form will be furnished upon request to the Federal Railroad Administration, Office of Safety, 1200 New Jersey Avenue, S.E., Third Floor West, Washington, D.C. 20590.