

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

April 14, 1995

DATE

April 27, 1995

REPORTING CARRIER (railroad & region or division)

PATH Corporation
One PATH Plaza
Jersey City, NJ 07306

Signal Division

REPORTING OFFICER (signature/title)

Superintendent
PATH Signal Division

Railroads subject to Regulations of the Federal Railroad Administration shall submit false proceed signal report, original only, to the Federal Railroad Administration in five days after a false proceed occurs. If no false proceed occurs during any nine 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

TO

Director of Railroad Safety
Federal Railroad Administration
Room 712
841 Chestnut Street
Philadelphia, PA 19106

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; corresponding indications of a cab signal system on each train approaching point, such failures should be included in item 1, Block Systems.

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—Semi-automatic
- TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	3/14/95		Signal 500	Tunnel D Jersey City, NJ
INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MANUAL				
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				

COURSE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

A clear signal was displayed at Signal 500 before 502T was occupied long enough to guarantee safe train speed. No block protection or other safety features of the signal were compromised.

An unwired relay contact was found bridging 5H-5B of 502TP, falsely applying energy to the 502TER relay. The contact was moved and circuits and systems in the area were tested. Signals were found operating as designed. The two employees most recently in the room (February 7, 1995) were interviewed. While no guilt can be positively established, procedures for energizing relays during testing and maintenance were reviewed with these employees.