

FP 99-1-6

DEPARTMENT OF TRANSPORTATION  
 FEDERAL RAILROAD ADMINISTRATION  
**FALSE PROCEED SIGNAL REPORT**

REPORT FOR (MONTH/YEAR) August / 1999
DATE August 25, 1999
REPORTING CARRIER (railroad & region or division)  Metro-North Commuter Railroad 347 Madison Avenue New York NY 10017
REPORTING OFFICE (signature/initial)  Director C&S Systems

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, DC 20590.

MAIL TO  
  
 FEDERAL RAILROAD ADMINISTRATION  
 55 BROADWAY  
 TENTH FLOOR  
 CAMBRIDGE, MA 02142

The following abbreviations may be used in the report.

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 correspondence indications of a cab signal system on each train approaching this point, such failure 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.

- A-Automatic
- AU-Automatic block
- ACS-Automatic cab signal
- APU-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-Semiautomatic
- TC-Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
<sup>1</sup> BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
<sup>2</sup> INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	Aug 25, 1999	Train # 2736 Head Car # 8120	2S Signal	CP 26 - Phillipse Manor, N.Y.
<sup>3</sup> AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<sup>4</sup> OTHER (specify)				

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

Train #2736 received a Normal Cab Signal for a short period of time when the 2S Signal at CP 26 was at Stop, due to a section of third rail laying on tie plates. This bridged an insulated joint at the signal, downgrading it to Stop as the train approached, while permitting Cab Signal intended for this train after passing the signal, to be received before passing the signal.

The section of third rail was removed from the insulated joint location.