

FRAG-1-16

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (MONTH/YEAR) October / 1999

DATE October 5, 1999

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.

REPORTING CARRIER (railroad & region or division)

 Metro-North Commuter Railroad
 347 Madison Avenue
 New York NY 10017

MAIL TO

 FEDERAL RAILROAD ADMINISTRATION
 55 BROADWAY
 TENTH FLOOR
 CAMBRIDGE, MA 02142

REPORTING OFFICE (signature/title)

 Director C&S Systems

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-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

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 type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
² INTERLOCKING <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
³ AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input checked="" type="checkbox"/> ACS	October 5, 1999	Car # 8326	On-Board Cab Signal	Grand Central Terminal, New York, N.Y.
⁴ OTHER (specify)				

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN
 The On-Board Cab of Car # 8326 randomly displayed aspects more favorable than intended when operating on uncoded 100 Hz Track Circuits due to electrical interference generated by the Motor / Alternator of the car.