

FP00-1-3

OMB No. 04-R-40.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

June 2000

DATE

June 26, 2000

REPORTING CARRIER (railroad & region or division)

PATH Corporation
One PATH Plaza
Jersey City, NJ 07306

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, D.C. 20590

MAIL TO

Director of Railroad Safety
Federal Railroad Administration, Region I
55 Broadway, Room 1077
Cambridge, MA 02142

Attn: Mr. Mark McKeon

REPORTING OFFICER (signature/title)

Acting Superintendent
PATH Signal Division

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 failures 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

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	M-Mechanical
ATC-Automatic train control	P-Pneumatic
ATS-Automatic train stop	PL-Position light
CL-Color light	SA-Semiautomatic
CPL-Color position light	TC-Traffic control
E-Electric	

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	6/15/00		Auto Signal 90	Hoboken Station Hoboken, NJ
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
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

A wiring change in the signal control circuit was improperly installed and tested as part of a timing relay replacement. This resulted in the improper display of an approach aspect (yellow, Old Rule 211, Fig. 1, New Rule 213, Fig. 1) with no train on the approach circuit, instead of a Stop and Proceed (red, Old Rule 215, Fig. 1, New Rule 219, Fig. 1). Due to this being a stub-end terminal station, this is a slow speed location. No unsafe incidents occurred. The wiring was corrected, retested, and the signal displays the proper aspects as designed.

(If more space is required, continue on reverse)