Department of Transportation
Federal Railroad Administration

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
July 2000

DATE
7/28/00

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 (5) 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 (10) days after the end of the month.

REPORTING CARRIER (railroad and region or division)
CONSOLIDATED RAIL CORPORATION

REPORTING OFFICER (signature and title)

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, DC 20590.

Asst. Chief Engineer - C&S

Mail to:
J. C. Reynolds
Supervisory Railroad Safety Specialist
Federal Railroad Administration
International Plaza Two, Suite 550
Philadelphia, PA 19113

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 failure should be included in Item 1, Block Systems.

The following abbreviations may be used in the report

A - Automatic	E - Electromechanical
AB - Automatic Block	EP - Electropneumatic
ACS - Automatic Cab Signal	FP - False Proceed
APB - Absolute Permissive Block	MB - Manual Block
ATC - Automatic Train Control	M - Mechanical
CL - Color Light	P - Pneumatic
CPL - Color Position Light	PL - Position Light
E - Electric	SA - Semiautomatic
	TC - Traffic Control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION
1 BLOCK SYSTEMS ☐ AB ☐ APB ☐ TC				
2 INTERLOCKING ☐ Automatic ☐ Remote ☒ Manual				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER (specify) Moveable Bridge	7/9/00	N/A	Proximity Detector	Bridgeport, NJ

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

On 7/19/00, the bridge operator at Bridgeport moveable bridge at M.P. 20.79 on the Pennsgrove Secondary notified the signal office that he was able to get a signal with one of the mitre rails not seated. Upon investigation by local C&S forces, we found a proximity switch that failed in the closed position.

On 7/19/00, the signal forces removed the defective proximity detector and set the signals.

On 7/20/00, the defective proximity detector was replaced after new circuitry was installed to insure that if a proximity detector did fail in the open position, it would be impossible to get a signal.

Not assigned. Explanation given by

(If more space is required, continue on reverse side.)