

FALSE PROCEED SIGNAL REPORT

DATE

7-18-00

REPORTING CARRIER (Trackroad & region or division)

Delaware and Hudson Railway Co

REPORTING OFFICER (Signature/Title)

SEC SUPER

7700-1-5
Federal Railroad Administration
Office Of Safety
Washington D.C. 20590

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 signal 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 action 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
- ATE—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)
LOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC	7-16-00		Switch Circuit Controller	MP 29.5 Ballston Spa NY
INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL				
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Train SCR traveled north thru CPC 24 to switch cars at Curtis Lumber, train 263 was to follow them north. The dispatcher cleared CPC 24 North after SCR. Train 263 called SCR to find out their location, SCR reported that they were switching in Curtis but the switch was open on the main. Train 263 had passed CPC 24 with a clear signal and saw signal 28.7 was clear and stopped them train. Maintainer Acker was notified at 18:45 and because switch joints had moved north, also found the springs loaded on circuit controller in closed position, unable to move. Replaced controller and joint had track dept move switch timbers.