

FALSE PROCEED SIGNAL REPORT

Subject to Regulations of the Federal Railroad Administration shall submit false signal report, original only, to the Federal Railroad Administration 30 days after a false proceed occurs. If no false proceed occurs during any month, a report showing "No Failures" must be filed within ten days after the month.

This form will be furnished upon request to the Department of Transportation, Railroad Administration, Office of Safety, Washington, D.C. 20590

Federal Railroad Administration
Office Of Safety
Washington D.C. 20590

DATE

2-1-01

REPORTING CARRIER (Railroad & region or divisions)

Delaware and Hudson Railway

REPORTING OFFICER (Signature/Title)

KR Dodge
S JCS

should not be created more than one time in Items 1, 2, 3, and 4; the failure 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 corresponding indications of a cab signal system on each train approaching. Each failure should be included in Item 1, Block Systems.

Record failure is a failure of a system, device or appliance to indicate or 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
ACE—Automatic cab signal	FP—False proceed
APB—Absolute permissive block	MB—Manual block
ATC—Automatic train control	M—Mechanical
ATS—Automatic train stop	P—Pneumatic
CL—Color light	PL—Position light
CPL—Color position light	SA—Semi-automatic
E—Electric	TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> TC <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	1-21-01		Signal 584.4	MP584.4 AFTon NY
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
REASON (specify)				

DESCRIPTION AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

The following incident was reported to B. Velasco from T. Otis. A Southbound Train # 8859 (empty Coal Train) Reported having a Clear Signal at the South approach (Signal 584.4) to CP F 587, And Then stated that The Southbound home Signal at CP F 587 was at stop and The switch was in The Reverse position. They reported putting The Train in Emergency and stopping approximately one Car Length North of The South bound home Signal. Several Tests were made at That Time To find a Cause. No Cause has been Found and Testing is on going at This Time, by The use of recording devices.