

FP01-1-3

OMB No. 04-R-0028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

MARCH 2001

DATE

MARCH 13, 2001

REPORTING CARRIER (railroad & region or division)

SPRINGFIELD TERMINAL
RAILWAY
IRON HORSE PARK
NO BILMERICA MA
01862

REPORTING OFFICER (signature/title)

ASST CHIEF ENG CES

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

Department of Transportation
Federal Railroad Administration
55 Broadway - 10th Floor
Cambridge, MA 02142

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.: signal 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
- AB-Automatic block
- ACS-Automatic cab signal
- APB-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

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"/> REMOTE <input checked="" type="checkbox"/> AUTOMATIC <input type="checkbox"/> MANUAL	3/13/01			DETROIT MICHIGAN
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify) ELECTRIC LOCK			GRS B-1 RELAY	

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

FINGER CONTACTS

LOCAL WA 2	CONDUCTOR	ENGINEER	CARS 5/0	POWER 72-77
POBK	CONDUCTOR	ENGINEER	CARS 7/69	POWER 317 216 372 329

(If more space is required, continue on reverse)