

DATE 5-18-01

Under subject to Regulations of the Federal Railroad Administration shall submit proceed signal report, original only, to the Federal Railroad Administration five 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 end of the month.

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

REPORTING CARRIER (Railroad & region or division)

Delaware and Hudson Railway Co

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

REPORTING OFFICER (Signature/Title)

KR Dodge
S+CS

Each 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 or corresponding indications of a cab signal system on each train approaching signal, 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
- AC - 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 - Semi-automatic
- TC - Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	5-9-01		Signal 588.6A	MP 588.6 AFTon NY
INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				

NATURE AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

Su2 was stopped at CPF590 on The controlled Siding with Train # 550-08 stopped behind them at Signal 588.6 waiting for a North bound Train. CPF590 was cleared North on The main Track. Train 550-08 had reported that signal 588.6A (Southward approach to CPF590 on the main TK) was going Red to Green. Su2 Reported CPF590 staying at stop. The Cause was over hanging tree Limbs at MP 589.2 wrapping line wires #3 and #4 on The middle cross arm. Pin #3 is 29LAHD and Pin #4 is 116.2 CHD. This Condition had signal 588.6A going Red to Green. AFTER The line wires were unwrapped to clear The problem we had them resimulated The problem by putting the wires back together. The Signals were returned to Service at 13:14 hrs on 5-11-01.