

6-8-01

Subject to Regulations of the Federal Railroad Administration shall submit false proceed signal reports, original only, to the Federal Railroad Administration 15 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.

If this form will be furnished upon request to the Department of Transportation, 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 SCS

It should not be counted more than one time in items 1, 2, 3, and 4; the failure 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 & corresponding indications of a cab signal system on each train approaching that, 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 in an 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
- ATO-Automatic train control
- ATC-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)
BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	6-5-01	Train # 268	Signal 2.2	Menands NY
AUTOMATIC SYSTEMS <input type="checkbox"/> ATC <input type="checkbox"/> AC'S				
OTHER (specify)				

INCIDENT AND CAUSE OF FAILURE / CORRECTIVE ACTION TAKEN

Train # 268 had reported that the Southbound Signal at CP04 went from Stop to Clear (For about 2 Sec) and back to Stop again. The work Train (2 Light engines) was going South ahead of Train # 268. When the work Train went past Signal 2.2, it caused the timing between the Electro Code Circuits South of the Signal and the DC Battery Circuits North of the Signal to allow this condition to exist. We have corrected this timing problem and retested the signals.