

6-8-01

Under subject to Regulations of the Federal Railroad Administration shall submit
 proceed signal report, original only, to the Federal Railroad Administration
 15 days after a false proceed occurs. If no false proceed occurs during any
 or month, a report showing "No Failures" must be filed within ten days after the
 the month.
 of this form will be furnished upon request to the Department of Transportation,
 1 Railroad Administration, Office of Safety, Washington, D.C. 20590

REPORTING CARRIER (Railroad & section or division)

Delaware and Hudson Railway Co

REPORTING OFFICER (Signature/Title)

KR Dodge SCS

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

re should not be covered 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
 r. E.g. occurs grounds cover a block signal to indicate a false proceed
 e corresponding indications of a cab signal system on each train approaching
 hat, such failures should be included in item 1, Block Systems.

1 proceed failure is a failure of a system, device or appliance to indicate or
 in as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

- A—Automatic
- AB—Automatic block
- ACB—Automatic cab signal
- APB—Absolute permissive block
- ATO—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)
CK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
ERLOCKING <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	6-5-01	Train # SCR	Eastward Home Signal CPF467	Mechanicville, NY
OMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
IER (specify)				

DESCRIPTION AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

The Springfield Terminal Dispatcher had called Train #SCR To See why they had proceeded through the control point at CPF467. The Dispatcher did not have a signal cleared at this location. At this time Train SCR had reported that they had an approach signal at CPF467. The signal at CPF467 was out of focus due to a broken bracket that hold the signal housing. With the signal out of focus and the position of the sun shining on the signal had caused the signal to appear yellow. The signal bracket was replaced and the signal was refocused. The signal was rechecked under the same condition and the signal displayed the proper aspects.

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