

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)
June 2001

FALSE PROCEED SIGNAL REPORT

DATE
July 2, 2001

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

REPORTING CARRIER (railroad & region or division)

CONSOLIDATED RAIL CORPORATION

MAIL TO

J. C. Reynolds
Supervisory Railroad Safety Specialist
Federal Railroad Administration
International Plaza Two
Suite 550
Philadelphia, PA 19113

REPORTING OFFICER (signature / title)

Asst. Chief Engineer - C&S

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., assume 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 failure should be included in Item 1, Block Systems.

The following abbreviations may be used in the report.

- A- Automatic
- AB- Automatic Block
- ACS- Automatic cab signal
- APB- Automatic 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

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.

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"/> AUTOMATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)	6/20/01		As information only.	CP Mill Ecorse, MI

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Jumper applied to 2TPR for track work, not removed when Track Department finished. Jumper removed and employees responsible disciplined.

Faxed copy.
Corrected copy to follow
FP Report to Follow

(If more space is required, continue on reverse)

