

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

July 2001

DATE July 16, 2001

FALSE PROCEED SIGNAL REPORT

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

South Jersey District

MAIL TO

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

REPORTING OFFICER (signature / title)

[Signature] 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	EM- Electromechanical
AB- Automatic Block	EP- Electropneumatic
ACS- Automatic cab signal	FP- False proceed
APB- Automatic permissive block	MB- Manual Block
ATC- Automatic train control	M- Mechanical
ATS- Automatic train stop	P- Pneumatic
CL- Color light	PL- Position light
CPL- Color position light	SA- Semiautomatic
E- Electric	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 checked="" type="checkbox"/> TC	7/9/01		2N-2 Signal	Camden, NJ
2 INTERLOCKING <input type="checkbox"/> AUTOMATIC <input checked="" 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)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

2N-2 Interlocking signal, governing northbound moves off the controlled siding at CP Mill on the Vineland Secondary, was reported to be displaying slow approach when the signal on the main (2N-1) was displaying restricted. Investigation revealed wiring change was made to 2N-2 lighting circuit earlier and was not properly tested. Change was removed and signal tested without any other exceptions. Responsible parties involved were appropriately disciplined.

(If more space is required, continue on reverse)

