

FP03-1-1

OMB No. 04-R-0028

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

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

REPORT FOR (month/year)

DATE

3-10-03

REPORTING CARRIER (railroad & region or division)

DELAWARE & HUDSON Rwy

REPORTING OFFICER (signature/title)

S+C Dist Spec.

MAIL TO

Federal Railway Administration
Office of Safety
Washington D.C.
20590

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 return a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, 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
- ACS-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-Semiautomatic
- TC-Traffic control

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 checked="" type="checkbox"/> AUTO-MATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	3-1-03	TRAIN # 165	Approach SIGNAL 652.9	Hop Bottom PA.
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

On Saturday March 01, 2003, D&H Train 165 was travelling northbound on the the Freight Main Line. The crew of train 165 observed an Advanced Approach Signal (Rule282A) at Signal 652.9, the northbound approach to CPF 650. When the same train approached the Northbound Home Signal at CPF at 650, the crew observed a Medium Approach Signal. The crew reported the incident to the Train Dispatcher at this time and the Signal System was removed from Service. S&C Personnel investigated the report, and determined that a Code 2 Indication was being Transmitted from the Interlocking at CPF 650 in lieu of a Code 4. The codes were corrected to display the proper signal indication and the Signal System was tested returned to service .