

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

March 2004

DATE

4/15/04

REPORTING CARRIER (railroad & region or division)

The River Line
New Jersey
(SNTX)

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

MAIL TO

US Department of
Transportation Federal
Railroad Administration
2 International Plaza, Suite 550
Lester, PA 19113

REPORTING OFFICER (signature/title)

Signal Supervisor

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 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"/> REMOTE <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL	3/20/04	LRV 3508	1 AT (iANTR) TRACK circuit	C P 175 Burlington, NJ
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

See Attached

(If more space is required, continue on reverse)

April 15, 2004

Date of Incident: 3/20/04

Location: CP 175, Burlington, NJ

Train # 247 (equipment LRV # 3508) was tripped by the 2N-2 train stop while heading south through CP175 interlocking. The VHLC download revealed the train was tripped because track circuit 1AT picked up while the train was occupying the circuit. The circuit picked up for a duration 8 seconds (1 second over the loss of shunt timer) due to poor shunting. At no time was there a more favorable aspect displayed than stop.

Immediate action was taken in the form of lowering the track circuit relay current from 230 milliamps to 190 milliamps. A recorder was setup to monitor shunting and additional rail scrubbing has been scheduled for this area.

Regards,

Signal Supervisor
Bombardier Transportation

APR 19 2004