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DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (MONTH/YEAR) MARCH/1999

DATE
 MARCH 16, 1999

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, DC 20590.

REPORTING CARRIER (railroad & region or division)

Metro-North Commuter Railroad
 347 Madison Avenue
 New York NY 10017

MAIL TO

FEDERAL RAILROAD ADMINISTRATION
 55 BROADWAY
 TENTH FLOOR
 CAMBRIDGE, MA 02142

REPORTING OFFICE (signature/title)

Director C&S Systems

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 correspondence indications of a cab signal system on each train approaching this point, such failure 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
- AU-Automatic block
- ACS-Automatic cab signal
- APU-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 type="checkbox"/> AUTO-MATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	MARCH 8, 1999		TRACK REPEATER RELAY	CP230 - COS COB, CT.
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

RTC reported @ 0745 train # 1926 going westbound did not indicate a track occupancy on the 2T circuit and the 2W signal was displayed on the model board. Track 2 was taken out of service and the 2W and 2E signals put to stop. The cause was found to be that the 2TPR relay (Track Repeater Relay) remained in the energized position when Track 2 was shunted. Power was removed from the relay and the relay continued to remain in the energized position. After several hours the relay started to operate as intended. The relay was replaced and the circuit was tested and worked as intended.