

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month / year)
October 1999

DATE October 22, 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, 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
Scott 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.

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 type="checkbox"/> AUTOMATIC X REMOTE <input type="checkbox"/> MANUAL	10/22/99	Unknown	2E Signal	CP Jersey, Delair, NJ
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

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NATURE AND CAUSE OF FAILURE/ CORRECTIVE ACTION TAKEN

On October 22, 1999, _____, Conrail's Director-Operating Rules notified _____, Asst. Chief Engineer-C&S that a B. of L. E. Local Chairman informed him that 2E Signal at CP Jersey was displaying a slow clear when it had previously displayed a slow approach going from CP Jersey to CP Hatch. The cause of the problem was the 2RE and 2R2E wires for the 0 and 1 lights were reversed causing the PL4 Signal to display a slow clear when it should have been displaying a slow approach. The signal was rewired and tested and returned to service on October 22, 1999.

An investigation will be held to ascertain employee responsibility. Further, instruction on company policy regarding circuit changes and testing will be reviewed with all C. & S. employees.

(If more space is required, continue on reverse)