

FR01-2

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

May, 2000

DATE

June 6, 2000

REPORTING CARRIER (railroad & region or division)

PATH Corporation
One PATH Plaza
Jersey City, NJ 07306

REPORTING OFFICER (signature/title)

Acting Superintendent
PATH Signal Division

All railroads subject to Regulations of the Federal Railroad Administration shall submit false proceed signal reports, 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. 20390

ATTN TO

Director of Railroad Safety
Federal Railroad Administration, Region I
35 Broadway, Room 1077
Cambridge, MA 02142

Attn: Mr. Mark McKeon

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 using corresponding indications of a cab signal system on each train approaching the point, such failures should be included in item 1, Block Systems.
False proceed failure is a failure of a system, device or appliance to indicate or action as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

- A-Automatic
- AS-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)
BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> ATC	5/23/00		Signal 232	Tunnel E, Exchange Place, Jersey City, NJ
INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At some undetermined time in the past, automatic signal 232Z was improperly wired in the field to display a speed control aspect (Rule 208, Figure 1 - Yellow over Yellow), when it was designed to display an approach aspect (Rule 211, Figure 1 - Yellow). Due to track alignment and entering a station platform, this is a slow speed location, and no unsafe conditions or incidents have occurred over the period of years that this has been in place. The wiring has been corrected and the signal displays the proper aspects as designed.