

FRA-1-10

DATE
JUN 11 2001

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (MONTH/YEAR) June 2001

DATE
June 11, 2001

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 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

6/11/01

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	June 8, 2001	Train # 708 Engine # 281	2S Signal	CP 58 - Beacon, N.Y.
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

Train #708 recieved a Normal Cab Signal for a short period of time when the 2S Signal at CP 58 was at Stop, due to a failure of the insulated joints adjacent to the signal. The failure downgraded the signal to Stop as the train approached, while permitting Cab Signal intended for this train after passing the signal, to be received before passing the signal.