

FP-1-11

DATE

DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
FALSE PROCEED SIGNAL REPORT

REPORT FOR (MONTH/YEAR) July/2001

DATE
 July 13, 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

The following abbreviations may be used in the report.

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.

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	July 11, 2001	Locomotive 105	On-Board Cab Signal Tester	CP233 - Stamford, 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

Locomotive # 105 recieved Medium Cab Signal intermittantly while approaching Signal 1E at CP 233 at Stop, due to interference from the On-Board Cab Signal Test Unit of the Locomotive.