

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No.
2130-0006

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

April 2003

DATE

5/9/2003

REPORTING CARRIER (railroad & region or division)

Plymouth & Lincoln
Lincoln, NH

REPORTING OFFICER (signature/title)

Director

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

MAIL TO & Fax to

James Hoffmagle
Don McKay
USDOT - FRA
Cambridge MA

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 failures 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"/> REMOTE <input checked="" type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	4/26	958	Drawbridge hydraulic control system	Bridge C 29-20, Lakeport drawbridge, Laconia NH
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

Failure of hydraulic control system raised bridge after a northbound train accepted a clear signal. Signal system has been bulletined out of service while an engineering review is conducted.

(If more space is required, continue on reverse)