OMB No. 2130-0006

Department of Transportation Federal Railroad Administration				DATE (month/day/year)	
FALSE PROCEED SIGNAL REPORT					
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 fifteen days after a false proceed occurs. Copies of this form can be obtained from the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590, or available at http://safetydata.fra.dot.gov/OfficeofSafety/Forms/Default.asp				REPORTING RAILROAD (railroad & region or division)	
MAIL TO: (FRA Regional headquarters where the railroad's reporting office is located)				REPORTING OFFICER (signature & title)	
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 System. A false proceed failure is a failure of an appliance, device, method, or system to function or indicate as required by Title 49 CFR Part 236, that results in a more favorable aspect than intended or other condition hazardous to the movement of a train.				The following abbreviations may 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	be used in the report. EM – Electro-mechanical EP – Electro-pneumatic FP – False proceed MB – Manual block M – Mechanical P – Pneumatic PL – Position light PTC – Positive train control SA – Semi automatic TC – Traffic control
TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)	
1 - BLOCK SYSTEMS					
🗆 АВ 🗌 АРВ 🗌 ТС					
2 - INTERLOCKING					
Automatic Remote Manual					
3 - AUTOMATIC SYSTEMS					
□ ATS □ ATC □ ACS □ PTC					
4 - OTHER (specify)					
NATURE AND CAUSE OF FAILURE AND CORRECTIVE ACTION TAKEN: (If more space is required, continue on reverse)					
Public reporting burden for this collection of information is estimated to average 15 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. A federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless that collection of information displays a currently valid OMB Number. The OMB Control Number for this information collection is 2130-0006. Anyone with comments regarding this burden estimate or any other aspect of this information collection, including suggestions for reducing this burden, may send them to: Information Clearance Officer, Federal Railroad Administration, 1120 Vermont Ave., N.W., MS-25, Washington, D.C. 20590.					
FORM FRA F 6180.14 (Rev. 6/03) OMB approval expires 10/31/2006					