

FD-757-2-1

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

March 1995

DATE

March 16, 1995

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false 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.

REPORTING CARRIER (railroad & region or division)

National Railroad Passenger Corp.
AMTRAK
30th Street Station
Third Floor - South Tower
Philadelphia, PA 19104

MAIL TO

Mr. J. F. Megary
Director of Railroad Safety
Federal Railroad Administration
Scott Plaza Two
Suite 550
Philadelphia, PA 19113

REPORTING OFFICER (signature/title)

Assistant Chief Engineer
Communications and Signals

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.

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

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.

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"/> AUTOMATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	3/2/95	3837	SIGNAL 10R	San Francisco, CA
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

On March 2, 1995 the C&S Department in San Jose, CA was notified of a non conforming signal on the 10R Signal at Portrero Interlocking in San Francisco, CA. The report stated that the engineman of Southern Pacific 3837 received a Y/Dark (Approach) in lieu of a R/G (diverging Clear) when he made a diverging move over number eleven switch reverse at Portrero Interlocking. Investigation revealed that the original 1959 signal design by Southern Pacific allowed movement against current of traffic on number one track without checking the position of the switches permitting movement against current of traffic. This permitted an Approach aspect to be displayed with number eleven switch reverse in lieu of a diverging signal. The circuit has been disabled pending re-design, and all aspects have been checked and the signal system now functions properly.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
PHILADELPHIA, PA
MAR 20 1995