

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
December 1995

DATE

December 20, 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	EM - Electromechanical
AB - Automatic Block	EP - Electropneumatic
ACS - Automatic Cab Signal	FP - False Proceed
APB - Absolute Permissive Block	MB - Manual Block
ATC - Automatic Train Control	M - Mechanical
ATS - Automatic Train Stop	P - Pneumatic
CL - Color Light	PL - Position Light
CPL - Color Position Light	SA - Semiautomatic
E - Electric	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	12/18/95	Engine 1069	Signal R58	Somerville, MA
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

At Swift Interlocking on the Fitchburg mainline in Somerville, MA lite engine 1069 reported receiving a slow clear on signal R58 lined to a non-signalized track. Investigation revealed that the R58 DPR circuit was not selective enough and allowed a slow clear to be displayed into a non signal track. The R58 signal network has been revised and all appropriate tests were performed leaving the R58 Signal working as intended.