

FP-97-2-10

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION FALSE PROCEED SIGNAL REPORT	REPORT FOR (month/year) 8/97 DATE 8/22/97
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. 30th Street Station Third Floor - South Tower Box 41 Philadelphia, PA 19104 REPORTING OFFICER (signature/title) Assistant Chief Engineer Communications and Signals
MAIL TO David Myers Administrator FRA Scott Plaza Two - Suite 50 Philadelphia, PA 19133	

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. <table style="width:100%; border: none;"> <tr> <td>RA - Automatic</td> <td>EM - Electromechanical</td> </tr> <tr> <td>AB - Automatic Block</td> <td>EP - Electropneumatic</td> </tr> <tr> <td>ACS - Automatic Cab Signal</td> <td>FP - False Proceed</td> </tr> <tr> <td>APB - Absolute Permissive Block</td> <td>MB - Manual Block</td> </tr> <tr> <td>ATC - Automatic Train Control</td> <td>M - Mechanical</td> </tr> <tr> <td>ATS - Automatic Train Stop</td> <td>P - Pneumatic</td> </tr> <tr> <td>CL - Color Light</td> <td>PL - Position Light</td> </tr> <tr> <td>CPL - Color Position Light</td> <td>SA - Semiautomatic</td> </tr> <tr> <td>E - Electric</td> <td>TC - Traffic Control</td> </tr> </table>	RA - 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
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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 type="checkbox"/> REMOTE <input checked="" type="checkbox"/> MANUAL	8/14/97	None	Signal 42L	North Philadelphia, PA
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 North Philadelphia Interlocking on the NEC in Philadelphia, PA. The tower operator reported a problem with the 42L signal. The C&S forces found the 42L displaying an Approach aspect with a train occupying the block. Investigation finds cable conductor, 42LAH5 not meeting insulation resistance standards allowing foreign current to energize the 42LAH relay. The circuit was rerouted to good conductors. All appropriate tests were made along with a complete operation check observing all aspects with no exceptions found. Signal was restored to service.