

FP-77-0-15

<p><b>DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION</b></p> <p><b>FALSE PROCEED SIGNAL REPORT</b></p>	<p>REPORT FOR (month/year) 12/97</p> <hr/> <p>DATE 12/2/97</p>
<p>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.</p>	<p>REPORTING CARRIER (railroad &amp; region or division)</p> <p><b>National Railroad Passenger Corp. 30th Street Station Third Floor - South Tower Box 41 Philadelphia, PA 19104</b></p>
<p>MAIL TO</p> <p style="text-align: center;"><b>Mr. J. F. Megary Director of Railroad Safety Federal Railroad Administration Scott Plaza Two - Suite 550 Philadelphia, PA 19133</b></p>	<p>REPORTING OFFICER (signature/title)</p> <p><b>Assistant Chief Engineer Communications and Signals</b></p>

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.

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

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
<b>1. BLOCK SYSTEMS</b> <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	12/2/97	101	3RSA RELAY	Phila. Pa.
<b>2. INTERLOCKING</b> <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
<b>3. AUTOMATIC SYSTEMS</b> <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
<b>4. OTHER (specify)</b>				

**NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN**

Amtrak Train No. 653 engine no. 101 traveling west on no. 3 track passed auto signal no. 69. Auto signal 69 on no. 3 track was observed displaying "Approach" with the block occupied. C&S forces investigating found the "3BSA" relay not wired properly. The relay was replaced. All appropriate test were made along with a complete operational check. Signal 69 was returned to service with no exceptions. Disciplinary actions have been initiated to prevent any reoccurrence.