

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)
August 1998

FALSE PROCEED SIGNAL REPORT

DATE
August 6, 1998

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

MAIL TO

Mr. J. F. Megary
Director of Railroad Safety
Federal Railroad Administration
Scott Plaza Two - Suite 550
Philadelphia, PA 19133

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.

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)
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	8/5/98	941	Signal 971-3 Charles Interlocking Signal 7SB	Baltimore, MD
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

Engineer on Train 105 reported that Signal 7SB displayed Stop, due to #89 switch out of correspondence. Dispatcher gave the engineer permission by the 7SB Signal with Rule 241. The engineer reported that after passing 7SB Signal the cab signal aspect indicated clear. Signal 971-3 displayed Stop and Proceed with clear cab aspect displayed in engine. After investigation, it was determined that the 3 HGR did not check the cab signal network, therefore, allowing clear cab rather than restricting cab to be displayed. Circuit changes made, circuitry tested, and signal system returned to service.

(If more space is required, continue on reverse)

1 2 1998