

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)  
MARCH 1998

FALSE PROCEED SIGNAL REPORT

DATE  
MARCH 20, 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	3/11/98	NA	63R	WEST CAMBRIDGE, 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

Mr. James Hoffnagle of the FRA reported to Assistant Division Engineer C&S MBTA for Amtrak, that signal 63R at West Cambridge Interlocking displayed Approach Medium with a route displayed over #52 crossover which is a #15. It was determined that circuit design of the 63R would allow Approach medium aspect to be displayed thru the #52 crossover reverse. Circuitry was redesigned, operational tests made and no exceptions taken.

(If more space is required, continue on reverse)