# DEPARTMENT OF TRANSPORTATION
# FEDERAL RAILROAD ADMINISTRATION

## FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
November 1998

DATE
December 1, 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.

MAIL TO

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

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

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.

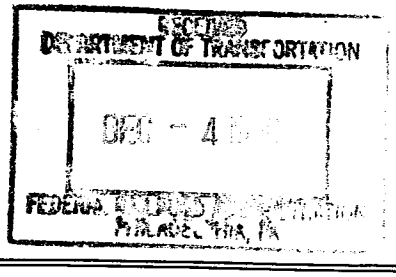
The following abbreviations may be used in the report.

| | | | |
|---|---|---|---|
| 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 ☐ AB ☐ APB ☐ TC | | | | |
| 2. INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL | 11/20/98 | MARC #532 Eng. 4903 | 3N SIGNAL CHARLES | BALTIMORE, MD |
| 3. AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS | | | | |
| 4. OTHER (specify) | | | | |

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Engineer on northbound Marc local reported that signal 3W at Charles displayed Medium Approach with Cab Signal displaying Approach Medium rather than Approach. Upon investigation it was found that due to a circuit design error, the speed selection network was omitted thru the new switch #66. Circuit was revised by breaking the speed selection network thru the #66 correspondence relays. Circuit was tested and 3N signal returned to service.




(If more space is required, continue on reverse)