

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)
March, 2000

FALSE PROCEED SIGNAL REPORT

DATE
4/4/00

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false signal report, original only, to the Federal Railroad Administration within fifteen 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. David Myers
Regional Administrator
Federal Railroad Administration
International Plaza Two - Suite 550
Philadelphia, PA 19113

REPORTING OFFICER (signature/title)

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 checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	3/27/00	N/A	Hand throw Switch MP 14.9	Norwood, MA
2. INTERLOCKING <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
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

Maintenance inspector discovered that the hand throw switch at MP 14.9 was not checking the signal control circuits for 2E Signal at Norwood Central and 131.2 Signal. This was found during a routine maintenance inspection. It appears that due to a signal circuit revision at Railroad Ave. sometime in 1995 the signal control circuits were removed from checking the hand throw switch at MP 14.9. Circuits were revised, tested and Signal System returned to service. Person responsible for circuit changes made in 1995 no longer is employed by Amtrak.

(If more space is required, continue on reverse)