DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
June 2000

DATE
6/15/00

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 19133

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 ☐ AB ☐ APB ☐ TC				
2. INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☒ MANUAL	6/8/00	None Involved	64L Signal at 200 (DI)	Philadelphia, PA
3. AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4. OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Engineman on Septa Train No. 562 reported that, while making a move on Track No. 1 at signal 54L, he looked over and observed signal 64L displaying a Stop and Proceed aspect. At no time did the operator at Zoo call for signal 64L to be cleared. Upon investigation, it was found that signal 64L was displaying a bottom marker light. Further investigation revealed that the bolt holding the No. 3 front contact of the 64LBHB relay had broken and the carbon contact inside of the relay slid down and allowed a continuous electrical path between the No. 3 front, heel, and back. This allowed EBX energy to be applied to the 64LBN2L circuit, thereby illuminating the 64L marker light. The relay was removed from service, a new relay installed, circuitry tested, and the signal system returned to service. Further testing with the vendor will take place to determine the cause of the bolt failure.

(If more space is required, continue on reverse)