

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year) MARCH 2001

FALSE PROCEED SIGNAL REPORT

DATE

4/02/01

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
AT3 - 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"/> AR <input type="checkbox"/> APB <input type="checkbox"/> TC				
2. INTERLOCKING <input type="checkbox"/> AUTOMATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	3/22/01	ENGINE 1016 TRAIN 204	L 716 SIGNAL	SOMERVILLE, MASSACHUSETTS
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 No. 204 reported that dwarf signal L716 at Reading Junction was displaying a medium clear (green over flashing red) with signal L670 at FX displaying red over flashing red (imperfectly displayed). Upon investigation it was found that due to high water conditions at FX Interlocking, false energy was allowed to flow due to grounds, causing the L670 AYPR, L670 AGPR, L670 BYPR, and L670 BGPR relays to be energized at FX interlocking. This resulted in L716 signal at Reading Junction displaying a false proceed due to false energy on the signal control relays at FX interlocking. Signals were removed from service until floodwaters receded. After signal components were cleaned and dried out, the signal system was tested and placed back into service.

(If more space is required, continue on reverse)