

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)
November 1996

FALSE PROCEED SIGNAL REPORT

DATE

November 14, 1996

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

David Myers
Administrator - FRA
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 type="checkbox"/> REMOTE <input checked="" type="checkbox"/> MANUAL	11/1/96		52 R Signal	21st Street Int. Chicago IL
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

On Friday, November 1, 1996, Amtrak's Signal Engineer received a report at approximately 7:30 a.m. that train crews were observing the 52R Signal, at 21st Street Interlocking in the Chicago Terminal area, display a slow clear aspect when the 4R Signal at CP Cermak belonging to the Illinois Central system was lit at stop. Under normal conditions the 52R will display a slow approach to the 4R in the stop position.

Investigation of this report by Amtrak's Signal Engineer revealed that 15 VDC energy was being incorrectly fed from CP Cermak to the 52R control circuit at 21st Street Interlocking when the 4R signal was in the stop position. The 52R control circuit was immediately opened so as not to allow unwanted foreign energy into the circuit.

Amtrak and Illinois Central signal management met and found that at the signal bungalow for CP Cermak, incorrect wiring had occurred by Illinois Central personnel after that location had been tested due to a recent signal cutover.

Although the false clear aspect was on Amtrak's 52R Signal at 21st Street Interlocking the cause for that failure was due to improper wiring of the Illinois Central Signal network.