

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)  
October 1998

FALSE PROCEED SIGNAL REPORT

DATE

10/13/98

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

Mr. J. F. Megary  
Director of Railroad Safety  
Federal Railroad Administration  
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 checked="" type="checkbox"/> TC	10/12/98	316	Signal 884-1 CS 89.2	Guilford, CT
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

Engineer on Train 12 reported Signal 884-1 displayed clear aspect and clear cab instead of cab speed. Also, CS 89.2 displayed clear cab instead of cab speed with Signal 1E at Guilford displaying cab speed. Upon investigation it was determined that peripheral boards of Micro LOK Plus for track #1 and track #2 at Loc. A at Guilford Interlocking were swapped which allowed wrong code to be sent to Signal 884-1 and CS 89.2. Investigation is being conducted to determine responsibility.

OCT 15 1998

(If more space is required, continue on reverse)