

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

REPORT FOR (month/year)

DATE March 1, 2004

FALSE PROCEED SIGNAL REPORT

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
Fourth Floor - South Tower Box 41
Philadelphia, PA 19104

REPORTING OFFICER (signature/title)

Deputy Chief Engineer
Communications and Signals

MAIL TO

Mr. David Myers
Regional Administrator
Federal Railroad Administration
International Plaza Two - Suite 550
Philadelphia, PA 19103

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 checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	2/24/04		Signal 64L	Valley Interlocking Philadelphia Pa.
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 Tuesday February 24, 2004 FRA Specialist _____, and Amtrak Signal department personnel inspected Valley Interlocking signal 64L after receiving a report of a signal abnormality. This report indicated that 64L signal on number one {1} track was displaying a Slow Clear signal aspect up to signal 52L at Stop. Amtrak signal department personnel in the presence of _____ were able to reproduce, and verify the report. Signal 64L lighting cable wires 64L2SL, and 64LSL were terminated incorrectly inside the low home signal. Inspection also found that the 64LS2L wire was not tagged inside the signal. Signal personnel corrected the wiring, meggared {tested} the cable, field tested signal relays, and made a full operational check of affected circuits. Signal system was left working as intended. Further investigation found that the last time the cable was tested was August 16, 1995. The employees who last tested the cable were interviewed, and claimed that they removed the light bulbs, to facilitate testing the lighting cable, and did not remove any cable conductors. The test record that they signed was incomplete in that the 3rd conductor nomenclature was missing. The employees will be counseled for submitting incomplete test record information. Investigation cannot determine when the cable wires were incorrectly terminated. This false proceed incident will be reviewed with all C&S employees, and AMT-23 Rule 202, and AMT-27 Rule 23 will be re-enforced with all employees. These rules address safe procedures for returning vital signal circuits to service after any disarrangement of working circuits.