DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

DATE **May 10, 2004,**

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

MAIL TO

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

REPORTING OFFICER (signature/title)

Deputy 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
AB - Automatic Block
ACS Automatic Cab Signal
APB - Absolute Permissive Block
ATC - Automatic Train Control
ATS - Automatic Train Stop
CL - Color Light
CPL - Color Position Light
E - Electric
EM - Electromechanical
EP - Electropneumatic
FP - False Proceed
MB - Manual Block
M - Mechanical
P - Pneumatic
PL - Position Light
SA - Semiautomatic
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				
3. AUTOMATIC SYSTEMS ☐ATS ☐ATC ☐ACS				
4. OTHER **Controlled Point**	May 3, 2004		CP 226	Michigan City Mi.

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN: **On May 3, 2004 the Engineman operating Train number 351 westbound reported to the train dispatcher that signal 224W was displaying a Clear signal aspect up against a Stop signal at CP-226 in Michigan City. Signal department personnel dispatched to investigate this report were able to verify, and reproduce the false proceed signal aspect observed by train number 351 at intermediate signal 224W. An improperly wired GRS SA-1 signal mechanism at CP-226 allowed the 2RRGPR {Red Mechanism Repeater} and the 2RAHDGPR {Yellow, Green Repeater} to become energized at the same time. This resulted in track circuit code-4 being transmitted from CP-226 to 224W signal location. This caused the 224W to display a Clear Signal aspect into CP-226 Stop signal. The improperly wired GRS SA-1 signal mechanism located at CP-226 was corrected, and is now wired according to the signal circuit plans. Signal aspects tests were completed, and the signal system is now functioning as intended. It is not known how this error in wiring occurred. This CP has not been modified since its cutover around 1979. Checking the internal wiring of a signal mechanism is not a normal field activity unless there is a problem, and there is no reason to believe that circuits has been modified by field forces for any reason. As a precautionary measure signal department personnel will conduct tests at all locations on the Michigan line to ensure that this type of incident doesn't occur in the future.**

(If more space is required, continue on reverse)