

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

April 1995

DATE

April 20, 1995

REPORTING CARRIER (railroad & region or division)

SOUTHEASTERN PENNSYLVANIA
TRANSPORTATION AUTHORITY
200 W. Wyoming Avenue
Philadelphia, PA 19140

REPORTING OFFICER (signature/initials)

John LaForce
Assistant Chief Engineer
Power, Signals and Communication

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed 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.
Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

MAIL TO

Director of Railroad Safety
Federal Railroad Administration
Suite 550
Scott Plaza 2
Philadelphia, PA 19113

A failure should not be counted more than one time in items 1, 2, 3, and 4 if the failure should be classified under the same 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.
- A - 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
 - MB - Manual block
 - M - Mechanical
 - P - Pneumatic
 - PL - Position light
 - SA - Semi-automatic
 - TC - Trolley 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	4/10/95		Open wire pole line	100' N. of Signal 501; M.P. 1.0 Warminster Line Montgomery Co. PA
2 INTERLOCKING <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
Nature of Failure: Engineer reported passing Signal 501 displaying "Approach Medium" and approaching next signal, Signal 41A, displaying "Stop".

Cause of Failure: Inspection of pole line conditions revealed open line wire conductor 501AD was crossed with open line wire conductor 41AHA thus energizing 501ADR relay. Fault condition was apparently caused by a severe windstorm that passed through the area.

Corrective Action Taken: Re-aligned open wire conductors on pole line.

bcc: R Murray FRA