

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

September 1995

DATE

October 9, 1995

REPORTING CARRIER (railroad & region or division)

SOUTHEASTERN PENNSYLVANIA
TRANSPORTATION AUTHORITY
1234 Market Street, 13th Floor
Philadelphia, PA 19107

REPORTING OFFICER (signature/initials)

Assistant Chief Engineer
Power, Signals & Communications

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. 20390

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; 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.

- A—Automatic
- AS—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 <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	9/28/95		Open Wire Pole Line	MP 17.5 to MP 18.6 Neshaminy Line Montgomery Co./ Bucks Co. PA
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
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 to signal maintainer in area that SB Auto. Signal #76 was flipping from "Stop and Proceed" to "Clear". This incident occurred after the signal maintainer had opened the feed to 76H circuit. Signal maintainer immediately inspected Auto. Signal #76 and found signal displaying "Clear".

CAUSE OF FAILURE: See description for NB Automatic Signal #73, dated October 9, 1995.

CORRECTIVE ACTION TAKEN: See description for NB Automatic Signal #73, dated October 9, 1995.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FALSE CLEAR REPORT OCCURRENCE ON SEPTEMBER 28, 1995

REPORTED DATED OCTOBER 9, 1995

OPEN WIRE POLE LINE MP 17.5 TO 18.6, NESHAMINY LINE

NATURE OF FAILURE: Engineer reported passing NB Automatic Signal #71 displaying "Clear" and approaching next NB Automatic Signal #73 displaying "Stop and Proceed".

CAUSE OF FAILURE: Inspection of pole line conditions revealed open line conductors 73H, 75CX110 and 72A were crossed due to vegetation growth. In addition investigation revealed single conductors at a line drop to a terminal box were bare in a bridle ring above the terminal box, grounding circuits 73H, 76H and 75CX110 and shorting an isolation transformer located at #72 Automatic Signal feeding 76H circuit and 75CX110.

CORRECTIVE ACTION TAKEN: NB Automatic Signals 71 & 73 and SB Automatic Signals 76 & 72 were placed in their most restrictive condition. All brush and vegetation were removed, line wires were realigned and affected conductors in line drop were replaced. Isolation transformer feeding energy to 76H circuit was also replaced. System was tested and returned to service.