OMB No. 44-8-143

	DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION					REPORT FOR (month/y-ar)		
•					N	OVEMBER 1995	•	
• :	FALSE PROCEED	SIGNAL REPORT			DATE			
·	• •				December 1, 1995			
All relivords subject to Regulations of the Pederal Relivord Administration shall submit a false proceed algors report, original only, to the Federal Relivord Administration within five days after a false proceed occurs. If he false proceed occurs during expensions manner, expense showing "No Federal" must be fired 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. 20190					SO TR	SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY 1234 Market St., 13th Floor		
MAIL TO					Ph	iladelphia, P	A 19107	
	Director of Federal Rai Suite 550 Scott Plaza Philadelphi	lroad Ad	ad Safety iministrati	ion	As	Sistant Chief	V	
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Southeastern Pennsylvania Transportation Authority
False Clear Report Occurrence
November 10, 1995
Report dated December 1, 1995
Signal 20L Newtown Jct. Interlocking
Main Line MP6.2

## NATURE OF FAILURE:

Engineer reported passing Signal 20L displaying "Medium Clear" and approached next signal, Signal 4W at CP Nice, displaying "Stop".

## CAUSE OF FAILURE:

Could not repeat the condition, therefore could not verify that the condition existed. It should be noted the Signal 20L does not display a "Medium Clear" for the route taken.

## CORRECTIVE ACTION TAKEN:

Performed all necessary tests and inspections to determine if the condition existed. It was determined that the system was working as intended and that the reported condition did not exist. Therefore no corrective action was required.

NOTE: From the conclusions drawn it is the position of SEPTA that a False Clear condition did not exist and the condition is only alleged.