

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

NOVEMBER 1995

DATE

December 1, 1995

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

REPORTING CARRIER (railroad & region or division)

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

MAIL TO

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

REPORTING OFFICER

Assistant Chief Engineer
C&S/Power

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 type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC				
2 INTERLOCKING <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC	11/20/95		Unknown	Signal 20L Newtown Jct Interlocking, MP 6.2 Mainl Phila., Co., 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

SEE ATTACHED

see Bob Murray

Post-It* Fax Note	7671	Date	12/4/95	# of pages	2
To	BOB MURRAY	From			
Co./Dept.	FRA	Co.	SEPTA		
Phone #		Phone #			
Fax #	1-610-521-8225	Fax #	215 580 8177		

**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.