

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

November 1996

DATE

November 13, 1996

REPORTING CARRIER (railroad & region or division)

Southeastern Pennsylvania
Transportation Authority
1234 Market Street, 13th Floor
Philadelphia, PA 19107

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

REPORTING OFFICER (signature/initials)

Deputy 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
- AB-Automatic block
- ACS-Automatic cab signal
- APB-Absolute permissive block
- ATC-Automatic train control
- ATB-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 type="checkbox"/> AUTO-MATIC <input checked="" type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL	11/1/96		20LBDPR Circuit	Signal 20L, Newtown Jct. Interlocking, M.P.6.2 Main Line 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.

NOV 14 1996

Southeastern Pennsylvania Transportation Authority
False Clear Report Occurrence
November 1, 1996
Report dated November 12, 1996
Signal 20L Newtown Jct. Interlocking
Main Line MP 6.2

Nature of Failure:

Conrail engineer of southbound freight train #SCCS-1 reported southbound Home Signal 20L displayed "Medium Clear" and approached next signal, Signal 4W-2 at CP Nice displaying "Stop".

Cause of Failure:

Design Problem. Signal 20L should have displayed a "Medium Approach" indication for a route through the interlocking to the Conrail low grade route for this move. The least restrictive indication to be displayed at Signal 20L for this route is "Approach Medium".

The "Medium Clear" indication that was displayed at Signal 20L was the result of the 20L BDPR circuit being energized through an alternate energy source that had existed from a former circuit configuration. The circuit energy should have been fed only through #17 Switch Reverse indication a crossover route, to southbound on the Main Line.

A simultaneous southbound parallel move from Home Signal 16L for a SEPTA train caused the 20L BDPR relay to energize from the alternate energy source.

Correction:

Revised circuit by removing the alternate energy source.