

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

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

REPORT FOR (month/year)

August, 1996

DATE

August 16, 1996

REPORTING CARRIER (railroad & region or division)

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

REPORTING OFFICER (signature/title)

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
- 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 checked="" type="checkbox"/> TC	8/10/96		Home Signal L12D	CP Kalb, Norristown Line M.P. 17.3, Borough of Norristown Montgomery Co., PA
2 INTERLOCKING <input checked="" 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 passing Home Signal L12D at CP Kalb (approach signal to Home Signal 2S at CP Ford) displaying "Approach Medium" instead of "Medium Approach" with Home Signal 2S at CP Ford displaying "Restricted".
Cause of Failure: Cause was traced to a circuit design condition. Circuit for Signal L12D (Searchlight Type) should not have been poled when a "Restricted" signal was displayed for Signal 2S at CP Ford.
Corrective Action Taken: Set Signal L12D at CP Kalb to "Restricted". Corrected circuit design. Conducted necessary tests and inspections. Returned system to normal operation.