DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 04-R1-407

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
January 1997

DATE
February 12, 1997

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

REPORTING CARRIER (railroad & region or division)
Southeastern Pennsylvania Transportation Authority
1234 Market Street, 13th Floor
Philadelphia, PA 19107

MAIL TO

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

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 [XX] AB [ ] APB [ ] TC	1/29/97	---	Signal #302	Automatic Block Signal #302 M.P. T1.1, Main Line Montgomery Co., PA
2 INTERLOCKING [ ] AUTOMATIC [ ] REMOTE [ ] MANUAL				
3 AUTOMATIC SYSTEMS [ ] ATS [ ] ATC [ ] ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

See Attached.

(If more space is required, continue on reverse)

FORM FRA F 6180-14 (6-72)

Southeastern Pennsylvania
Transportation Authority
False Clear Report Occurrence
January 29, 1997
Report dated February 12, 1997
Signal #302 M. P. 11.1
Main Line

Nature of Failure

Engineer of Southbound train 0121 reported passing Signal #302 displaying "Clear" with next signal, #R2 at "CP Jenkin" displaying Stop."

Cause of Failure

Could not duplicate condition, however, during investigation and testing it was found that circuit NR2DRP contained a conductor with less than 100,000 ohms resistance to ground although the circuit was working as intended.

A grounded conductor in this circuit could cause the condition.

Corrective Action Taken

Relocated NR2DRP circuit to a conductor with acceptable resistance to ground reading. No other condition was found that would have contributed to the incident. Performed all necessary tests and inspections to determine if the condition existed.