

**DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION**

Report For (Month/Year) *L KMAN FP-3-2-2*

FALSE PROCEED SIGNAL REPORT

Date
November 22, 2002

All railroads subject to Regulations of the Federal Railroad Administration shall submit a False signal Report, original only, to the Federal Railroad Administration within fifteen days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing ANo Failures must be filed within ten (10) days after the end of the month.

Reporting Carrier (railroad & region or division):

Southeastern Pennsylvania Transportation Authority

Mail To:

Mr. David Myers
Regional Administrator
Federal Railroad Administration
International Plaza Two - Suite 550
Philadelphia, PA 19103

Assistant Chief Engineer, C&S

A failure should not be counted more than one time in items 1, 2, 3, & 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.

The following abbreviations may be used in the report.

- | | |
|---------------------------------|------------------------|
| RA - Automatic | EM - Electromechanical |
| AB - Automatic Block | EP - Electropneumatic |
| ACS - Automatic Cab Signal | FP - False Proceed |
| APB - Absolute Permissive Block | MB - Manual Block |
| ATC - Automatic Train Control | M - Mechanical |
| ATS - Automatic Train Stop | P - Pneumatic |
| CL - Color Light | PL - Position Light |
| CPL - Color Position Light | PL - Position Light |
| E - Electric | TC - Traffic Control |

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.

Type of System	Date	Locomotive Number	Device That Failed	Location (City & State)
1. BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	11/19/02		Track Relay	Automatic Signal 330 <i>Lehigh Valley Pa.</i>
2. INTERLOCKING <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				
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:

Vandalized relay case caused weather conditions to fail relay. See attached report from Foreman

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DEPARTMENT OF TRANSPORTATION
DEC 11 2002
FEDERAL RAILROAD ADMINISTRATION
PHILADELPHIA PA

(If more space is required, continue on reverse side)

RRD SIGNAL TRAINING

To:

cc

From:

Re: Relay Failure

Date: November 19, 2002

This morning at 6:30 AM signal maintainer received a trouble report from the C&S desk that automatic signal 330 was reported dark. This signal is on SEPTA's main line just south of Pennbrook station.

proved the signal lamp to be good and noticed that the AR relay was up with a train in the approach block. As a precaution the maintainer set automatic 330 to stop& proceed.

The cut section case in automatic 330's block was vandalized. A solid shunt was applied across the rails at the relay end of 330AT circuit and the track relay did not respond. The track relay remained in the energized position after being physically removed from the relay rack.

The state of the relay remained unchanged because it had been exposed to the elements and was covered with ice as a result of the vandalized signal case.

Repairs were made to secure the case and the track relay and its repeater were replaced and tested.

