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To: Turpin Ted; Torres Tomas
Subject: Final Conclusion for horn
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The car was checked for possible loose connections on the circuit and was cleared with no exceptions. The switch piping was verified as being free from contaminants that could have interrupted air flow to the orifice. We tested the switch by pressuring the orifice to the proper value and looking for the switch actuation, this test revealed that the electrical switch to the Event recorder was intermittent. So with air pressure applied the feedback to the alerter was solid but not that of the ERS.

Yes this is a faulty switch. The M7 event recorder has a feature where we designated the CFR mandated channels as "FRA Activity" channels. As such the unit self monitors these signals and if they do not show activity in 92 days then it displays a fault that is reported to the train trouble screen. We can change the parameters of this fault and can add signals to be monitored such as the horn pressure switch A or B car. We are testing this signal now and trying to see if we can set the parameter that if the cab is active then a horn signal should show up within a 24 hour period or some time we have not yet established.

If we can get this to work we will have an active method of knowing whether the horn actuation is being recorded.

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